

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – (4th November 2020)

PUBLIC QUESTIONS

No.	Question from:	Question to:	Question												
1.	Mr Edward Leigh	Mayor James Palmer	<p>Regarding the LTP CAM Sub Strategy (Item 2.2), Smarter Cambridge Transport responded to the last consultation making the point that CAM plans to date do not connect with a coach station (for scheduled long-distance services), nor with a Park & Ride specifically designed to intercept visitors and tourists who arrive by car and coach. We made the case that both should be combined at the Girton Interchange, where the A14, M11 and A428 converge, and that CAM should serve this directly.</p> <p>The consultation report mentions our points, but provides this unsatisfactory stock response: The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on theregion."</p> <table border="1" data-bbox="533 727 2096 890"> <tr> <td data-bbox="533 727 568 810">460</td> <td data-bbox="568 727 667 810">Overall</td> <td data-bbox="667 727 1256 810">CAM should integrate with coach services to allow tourists to provide demand for the network in off-peak hours</td> <td data-bbox="1256 727 1375 810">Noted</td> <td data-bbox="1375 727 1966 810">The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region</td> <td data-bbox="1966 727 2096 810">Negative</td> </tr> <tr> <td data-bbox="533 810 568 890">461</td> <td data-bbox="568 810 667 890">Overall</td> <td data-bbox="667 810 1256 890">A new coach station, with a CAM interchange, should be located at the Girton Interchange, and would reduce congestion in the city of Cambridge</td> <td data-bbox="1256 810 1375 890">Noted</td> <td data-bbox="1375 810 1966 890">The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region</td> <td data-bbox="1966 810 2096 890">Neutral</td> </tr> </table> <p>It completely misses the point. CAM has a critical role in reducing visitor car and coach traffic into Cambridge, and this could be a large source of revenue, especially during the off-peak hours when there will be spare capacity. If this design requirement is incorporated into the Sub Strategy now, it will feed into the route/network design at a time where changes are relatively easy and inexpensive to make.</p> <p>Could this committee therefore please make a recommendation that integration with a coach station and visitor/tourist P&R is incorporated into the CAM Sub Strategy now, with an indicative preference for the location to be the Girton Interchange.</p>	460	Overall	CAM should integrate with coach services to allow tourists to provide demand for the network in off-peak hours	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region	Negative	461	Overall	A new coach station, with a CAM interchange, should be located at the Girton Interchange, and would reduce congestion in the city of Cambridge	Noted	The work of the Bus Reform Task Force and the development of a revised bus strategy for the area is assessing the impacts of tourist coaches on the region	Neutral
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	Mayor James	Mr Edward	CAM will transform people's day-to-day lives, by connecting communities and creating new jobs												

	Palmer	Leigh	<p>and widening access to opportunities across the region. The project will play a significant role in reducing our dependency on the private car as it will connect key regional centres of employment, existing settlements, key railway stations, new homes and planned growth, to create a platform for sustainable and inclusive growth.</p> <p>This Local Transport Plan sub-strategy provides the overarching framework and will have a statutory grounding and the document (amongst others such as the development plan) against which schemes forming part of the CAM will be considered and assessed including when those schemes are seeing the requisite statutory consents.</p> <p>The details around the CAM scheme continue to be developed. The comments provided by Smarter Transport specifically in relation to the links to the coach station and a park and ride has been fed into this development work and at the appropriate points in the scheme's programme extensive public consultation will be undertaken where further feedback will be sought.</p>
	Question from:	Question to:	Question
	Dr Marilyn Treacy	Mayor James Palmer	<p>In recent weeks we have seen the mayor attending the GCP executive board as a non-voting member and been informed that officers from the GCP and Combined Authority are working together on an alternative northern route for C2C/the CAM Metro. We very much welcome these moves. We are concerned that in the papers for this meeting we do not see evidence of collaborative working. We were disappointed to read Item 2.4 Appendix 1 which shows absolutely no evidence of joint working or any evidence that the GCP have listened to environmental concerns from many quarters including many residents from all over Cambridge City and South Cambs, CPPF, the National Trust and Natural England regarding their preferred route. Can the Mayor provide us with evidence that joint working has in fact taken place?</p>
	Response from:	Response to:	<p>Thank you for the question. The officers of the CPCA and the GCP have begun working together to align their programmes for their respective routes of the CAM. They are now meeting regularly to discuss how they can deliver a single network for the CAM under the CPCA Local Transport Policy.</p> <p>At political level, I am now part of the GCP Executive Board and, you will see from the report on the agenda today that I want to support working together at political level, as well as at officer level, by</p>

		<p>bringing GCP reports to the Transport & Infrastructure Committee. This will allow me to take the views of this Committee, and therefore the views of the Local Transport Authority, into the GCP Board when they are considering their reports.</p> <p>On our agenda today, we have also published an indicative northern route for the C2C. As Mayor and chair of this Committee, I have certainly listened to the views of residents and asked officers of the CPCA to put an alternative to the current C2C route. I would like to ask my Committee members whether we should refer this alternative route to the GCP Executive Board for consideration at their next meeting as an alternative to their southern route. This does demonstrate our intention to work jointly with the GCP to provide a the world class transport system we want the CAM to be, and I hope GCP will match this ambition and work with us to assess and implement this route option as quickly as possible.</p>
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