

Questions from O&S Committee for Transport Item – 25th October 2021:

Question	Response
<p>1. Many bus services are still running on lockdown timetables. What discussions has the Combined Authority had with operators about plans for returning bus frequencies to pre-pandemic levels?</p>	<p>Our bus services have almost entirely returned to pre-pandemic levels – Stagecoach East is operating 100% of pre-Covid mileage, as are Delaine, First excel, Whippet, and supported services.</p>
<p>2. What plans does the Combined Authority have to work with operators to resolve immediate pressures on bus capacity on specific routes such as at Northstowe?</p>	<p>Talking to the operators, we are not aware of pressures on capacity. The guided bus way is operating with 45% fewer passengers than pre-Covid and twelve 100-seat double deck guided buses have been procured (delivered Spring 2020). As ridership increases, this will significantly improve capacity on the guided busway at Longstanton/Northstowe.</p>
<p>3. Does the Combined Authority have an electric vehicle strategy, and if not what are the plans for producing one?</p>	<p>A recent procurement exercise has just appointed a technical supplier to develop the Alternative Vehicles Fuel Strategy which will now progress and report at similar time to the Local Transport and Connectivity Plan.</p>
<p>4. The expensive collapse of iMET at Alconbury Weald has been attributed to the lack of public transport. The Combined Authority moved out of its leased premises at Alconbury Weald with the same issue being cited, and Cambridgeshire County Council’s new premises at Alconbury Weald are effectively unreachable except by car. What is the strategy for connecting Alconbury Weald to a public transport network?</p>	<p>An additional am/pm service has been commissioned for Cambridgeshire County Council staff to access Alconbury Weald from Cambridge North Station. Public transport improvements at Alconbury Weald will be considerations as with the rest of the region within the Bus service Improvement Plan. Improved bus links to Alconbury Weald from Huntingdon and Cambridge are proposed as part of the BSIP. The DRT 6-month trial for West Huntingdonshire will serve Alconbury Weald.</p>
<p>5. How will the Combined Authority ensure the principles of Local Transport Note 1/20 are put into practical effect in every relevant transport scheme across the Combined Authority area so that a disaster like the A10/A142 BP roundabout project at Ely never happens again?</p>	<p>The combined authority has already made it a prerequisite of all transport and infrastructure projects current and future to be LTN 120 and GearChange compliant and this will be a condition in all future transport funding agreements.</p>

<p>6. What steps will the Combined Authority take to ensure that bus timetable information is made accessible to residents who do not regularly or comfortably use the internet?</p>	<p>We are committed to improving public transport awareness. As part of the BSIP we will bid for funding for a three year programme of reinstating the 3000 bus stops. We will also use such funds to reinstate bus maps so that people can see and understand the bus network.</p>
<p>7. What are the costs of ceasing the existing Onecam project including salary settlements, payouts, project stop costs and lost orders?</p>	<p>The cessation of the ONECAM company and therefore the CAM will be presented in a paper at the October Board for discussion and vote, the costs will be detailed within this paper.</p>
<p>8. Can the mayor provide an explanation as to why CAM was stopped, and on what authority was the decision made?</p>	<p>The cessation of the ONECAM company and therefore the CAM will be presented in a paper at the October Board for discussion and vote.</p>
<p>9. What the Mayor sees as his alternative to CAM, what are the timescales involved and what the budget comparison would be?</p>	<p>The alternatives will be presented at Board in October within the ONECAM and Local Transport and Connectivity papers.</p>
<p>10. Will the Mayor place tackling climate change at the heart of his plans for the replacement OneCam system, and that whatever system is ultimately chosen there will be a requirement to ensure the provision of an integrated system aimed at reducing dependence on cars.</p>	<p>Absolutely the combined authorities' commitments to the Cambridgeshire and Peterborough Independent Climate Change Commission recommendations will be at the heart of the development of an integrated transport solution across all potential mode improvements. The CPICC recommendations will be fully integrated into the Local Transport and Connectivity Plan.</p>
<p>11. How will the Mayor consult with the communities of Cambridge and beyond with regard to the replacement Onecam Project?</p>	<p>Engagement will commence in November with the refresh of the Local Transport and Connectivity Plan. Communities across the region will be engaged to consult on the most appropriate transport requirement for their needs which will inform the development of the solutions.</p>
<p>12. How will ten Mayor seek to ensure that the people of outlying villages to Cambridge could aspire to see an enhanced public transport system recognising the needs of people living in rural and remote villages, thereby offering an alternative to car use.</p>	<p>This strategy is not exclusive to the outlying villages of Cambridge but equal to all across the Cambridgeshire and Peterborough Combined Authority and we must consider all that are currently disadvantaged in terms of public transport provision. The basis for this will be our Local Transport and Connectivity Plan and our Bus services Improvement Plan.</p>