



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No. 1.5

Cambridgeshire and Peterborough Combined Authority Board 22 March 2023

Public question

| | Question from: | Question to: | Question: |
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| 1. | Roxanne De Beaux Chief Executive, CamCycle | Mayor Dr Nik Johnson | <p>In June 2021, this Board accepted the recommendation from the Cambridgeshire & Peterborough Independent Commission on Climate to reduce the car miles driven on our roads by 15% by 2030 to help cut carbon emissions.</p> <p>There is a lot to do in seven years to achieve that level of modal shift from driving to more sustainable travel options including public transport, walking and cycling. And even that target is not ambitious enough if our region is to play its part supporting the UK government target of cutting emissions by 78% by 2035.</p> <p>Camcycle would like to ask, when will options for the transport Net Zero pathway mentioned in item 2.8 be published and does item 2.22 imply that the Greater Cambridge Partnership proposal for a Sustainable Travel Zone will be an essential part of this pathway?</p> <p>Also, in light of agenda item 5.2 Oxford to Cambridge Pan Regional Partnership, we'd like to call for the Varsity Way segregated walking and cycling route to become a key part of any plans between these regions.</p> |

| | Response from: | Response to: | Response: |
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| | Mayor Dr Nik Johnson | Roxanne De Beaux Chief Executive, CamCycle | <p>As demonstrated by the draft Local Transport and Connectivity Plan, the Combined Authority is committed to the achievement of a 15% reduction in car mileage to help cut carbon emissions and meet our overarching vision, aims and objectives. Independent assessment commissioned by the Combined Authority demonstrates that this target is a suitable level of ambition.</p> <p>Analysis shows that an ambitious programme of realistically deliverable interventions should achieve the Combined Authority target, but that it will still leave a residual gap in cumulative emissions against the County Council's pathway. Where appropriate, we will consider, develop and implement a range of measures. Of the measures tested, avoid measures – that is, improved digital connectivity and spatial planning - and demand management, like pricing strategies and physical measures, have been found to have the greatest influence.</p> <p>The route hierarchy articulated within the emerging Local Transport and Connectivity Plan further demonstrates our commitment to modal shift through the development and implementation of a 'Shift, Avoid, Improve' approach across the region. As part of this, the Combined Authority will deliver an improved active travel network and has successfully secured additional funding to support our ambitions in this. As demonstrated by our rating of '2' awarded by Active Travel England, there is <i>'strong local leadership with clear plans that form the basis of an emerging network'</i>. But we must not rest on our laurels as there is still more to do in relation to active travel.</p> <p><u>Supplementary question without notice from Roxanne De Beaux:</u></p> <p>Could we have an indication from the Combined Authority around progress towards bus franchising, and communicating to the public where you are at with that and how it might integrate with other transport strategies. I know from the recent big consultation we've had those pieces between County, the Greater Cambridge Partnership and the Combined Authority and what the Combined Authority's part to play in that around buses has been a bit unclear. Also, thank you very much for the updates. We are very excited to hear that an Active Travel Lead is on the way.</p> |

Response to supplementary question without notice from Mayor Dr Johnson:

First, I will promise to get officers to give you a more detailed answer outside of the meeting, but if I can leave you with a positive I would say that bus franchising has always been an ambition for me as I campaigned to become Mayor and since I was elected. It is something that is at the forefront of the ambition of our Combined Authority and as we are moving forward we will need to work closely with Peterborough City Council and the County Council and all the constituent members to really deliver. Not just on improvements to bus networks, but that we can deal with the issues of rural isolation. We have over the course of the last year seen what can happen when the current system fails our community, and I don't think any of us here want to see that happen again. The direction of travel is very much one of working together, and at the moment around bus franchising. But a more substantial answer will be sent.