



**Jonathan Cook - Prior Consulting**

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## **Act to Ensure your Travel Needs are met in the Future**

If you travel into Cambridge for work or leisure, your journey over the coming years will change dramatically. As I explain below, the days of using your motor car to get into central Cambridge are numbered. We are all going to be encouraged (some may say.. prised) out of our cars and on to different modes of public transport – bus, cycling, walking - if we want to access significant parts of Cambridge. This article tells you how you can ensure your voice is heard as the Greater Cambridge Partnership (GCP) and Combined Authority, the government bodies charged with leading the transformation of public transport in this area, make decisions which affect you and me.

### **Why is this happening?**

- The population of the Greater Cambridge area is expected to grow by 28% - 33,500 new homes and 44,000 new jobs are planned\*
- If everyone continued to travel as they do now, 26,000 extra daily car journeys could be added to our already congested roads\*
- To ensure the region can cope with the growth and meet the reality of the Climate Emergency, the GCP have calculated that traffic needs to be reduced by 20 - 25% on 2019 levels\*

\*Making Connections City Access Public Consultation, Page 2

### **What are the Combined Authority and GCP's Aims?**

The aims are to create a more joined-up public transport system to ensure that journey times are better than they would be by car, that road space is better utilised, increasing the number of “sustainable public transport vehicles” on the road network as well as creating better environments for people to cycle, walk or just spend time enjoying public spaces. To achieve this, the GCP are exploring options including:

- Increased car parking charges both at city centre car parks and at workplaces
- Charging private vehicles to drive into parts of Cambridge
- Charging vehicles to drive in particular areas unless they meet particular emissions criteria

The revenue raised from these options, if adopted, will fund a greatly enhanced bus network offering more frequent buses in all areas including rural areas, better

connections, more direct services to areas of employment, faster journey times and lower fares.

### **What can you do?**

*It is essential that as many of us contribute to the Consultation* so that our views are heard. Go to [www.atob1102.org](http://www.atob1102.org) and follow the link on the first page to **Current Campaigns: GCP Making Connections Consultation**. There you will find more information and links to take you to the **Making Connections Brochure and Consultation Survey**. Make sure that you comment on the proposed bus routes in our area and make clear your personal travel needs - where you travel to and from.

What does the A to B 1102 Group think?

- We welcome this consultation and the proposal to dramatically increase public transport – especially to rural communities, however
- We believe the GCP should work in closer partnership with the communities, like ours, who need to access Cambridge - to develop attractive alternative modes of transport that encourage car drivers to change their mode of transport
- It is more difficult for people who live outside Cambridge to access the City by public transport. If the city does not meet our needs, we will work and shop elsewhere to the future detriment of Cambridge!
- We are concerned that the proposed new bus routes which form the basis for this consultation are not based on current reliable data which maps the current journey patterns of commuters and leisure travellers and we are lobbying the GCP to address this point before any final decisions are made
- Whilst commuting patterns are still in a level of “flux” post the Covid Pandemic, it is vital that future bus routes operate in a way that meets the needs of commuters, in particular – otherwise, people will fail to make the shift from car to public transport
- As it becomes more difficult to get into Cambridge as routes are re-prioritised for bus, walking & cycling, motorists will find ever more inventive ways of getting around the blockages, traffic speeds will further decrease leading to more and more congestion beyond the City, for example, at intersections like Stow-cum-Quy
- We believe that fast “express” bus routes need to be created with mini park & ride sites in villages – enabling

an express bus to make only one stop in each of the key villages, thus enabling fast journey times for commuters to travel hubs which offer connections to different parts of the City without all services going into central Cambridge. The proposals by GCP meet some of these ideas, which we welcome.

- In relation to the proposed changes to our current bus services along the B1102 corridor, we want to know how residents of Stow-cum-Quy will access bus services and how our communities will access the Science Park area – surely it would make more sense for an orbital bus route around Cambridge that went from Cherry Hinton to the Newmarket Road Park & Ride site (where it intersected with the service through our villages) and then on to the Science Park area, Milton and beyond?
- Finally, we would like to establish why Dullingham Station is missing from the map and more information on how these proposed services enable our College Students to access Hills Road, Long Road Sixth Form and the Regional College with greater ease than they do at present.

This is an important first step to addressing a reality none of us can continue to ignore and we hope the Mayor, the Combined Authority and the GCP will continue to expand their engagement with us, the rural communities that need to access Cambridge day by day.

### **Who is the A to B1102 Group?**

We've been established to raise awareness of transport issues that will affect you, people in the villages of Burwell, the Swaffhams, Lode & Longmeadow, Bottisham and Stow-cum-Quy – to enable you to have a stronger voice and to lobby for improvements to our local transport infrastructure. We are a voluntary group and have no political affiliations or commercial interests in the decisions we are enabling consultation around. Many of our members are Parish Councillors in their own rights, so we have links to the Parish Councils of the villages we represent, our role is to complement and support their work, not in any way replace it. Learn more by visiting our website [www.atob1102.org](http://www.atob1102.org)

Jonathan Cook  
Chairman, A to B1102 Group