

Greater Cambridge City Deal
Tackling Peak-Time Congestion in Cambridge
Formal response
on behalf of
Histon & Impington Parish Council

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Please find Histon & Impington Parish Council's response to the "The Greater Cambridge City Deal" Tackling Peak-Time Congestion. This response has been structured to provide the Parish Council's (known as the "Council") opinion or stance on the discussion topics. The response also includes questions which the Council seeks answers to or raises points on which it seeks clarification.

1. Better public transport and Park & Rides

"The package aims to improve reliability and speed up bus journey times. Traffic management measures will remove general traffic from key bus routes in the city, providing faster journeys. This will complement on-going work to improve bus journeys on other routes to and from the city and lead to quick and seamless trips including to/from the Park & Rides. The City Deal will further invest in Park & Ride and Park & Cycle infrastructure including new Park & Rides where there is a case to do so. City Deal also continues to support improved rail services."

- 1.1. The Council would be against any Park and Ride site within the "Parish" (Histon or Impington villages).
- 1.2. The Council suggests a review of all bus stops is conducted to see if their locations are current and in the most effective positions.
- 1.3. The Council must insist that there is a better concept implemented for bus interchanges i.e. a Citi8 bus stop at the guided bus to allow switching between services.
- 1.4. The Council would also like to see advancements of successful/popular bus routes i.e. additional village bus stops in the north for the guided bus.
- 1.5. The Council has concerns with regards to the rising prices of "Improved" public transport and its link to the drop-in usage of, for instance, the Park and Ride. It must insist that prices are made and remain attractive to users, if the service is to be used to capacity. The Council would like greater transparency on prices and if walking to another bus stop would save £XXp then users should be informed.
- 1.6. In recent times a considerable price rise has not just been seen on bus tickets but also on the introduction of a car parking levy for Park and Ride services. Not only does this require a second inconvenient transaction, it undermines the strategy the GCCD is trying to implement i.e. commuters parking outside of the City and cycling to their workplace or into the City centre. The Council demands that the parking levy is removed as part of the GCCD implementations.
- 1.7. The Council would also like to see buses taking a more direct route to their end destinations from the village in peak-times (Less stops and higher frequencies).

2. Better Cycling and walking

"Opportunities created by the package of measures will be used to continue to enhance cycling and pedestrian infrastructure in the city and work with existing plans and proposals to create a comprehensive cycle network in, out and around Cambridge, linked to towns and villages beyond."

- 2.1. The Council would like the GCCD to investigate the use of dual footpaths, where cyclists and pedestrians share a single path as a means of reducing the impact to the surrounding areas.
- 2.2. The Council would like to understand what extra provisions the GCCD will put in place to reduce cycle theft? It is concerned that cycle theft will increase in line with greater numbers of cycles in use. The Council would welcome the implementation of additional secure cycle parking not just in the city centre but at remote bus stop locations.

3. Peak-Time congestion control points

“Similar to the established and successful core scheme in the city centre, ‘virtual closures’ for general traffic at key points on the city’s road network would create a low-traffic zone during rush hour through which only buses, cyclists, local taxis and emergency vehicles could travel.

Drivers could still access streets in the zone but would need to find an alternative route or – as is the aim - switch to bus, cycle or walking for part of their journey.

The closures would be enforced through the use of Automatic Number Plate Recognition and £60 penalty fines.”

- 3.1. The Council must insist that Blue badge users (not just disabled people) should be able to register (as in London) for free unrestricted accesses 24hrs a day through any City zones.
- 3.2. The Council is concerned that non-commuter traffic will not be able to access certain services or provisions during peak –times. It would specifically like to understand the rules surrounding delivery drivers and whether they would be under the same restrictions.
- 3.3. The Council is interested to hear if a traffic survey has been completed to understand the knock-on effect of traffic using alternative routes and whether this will have an impact on the traffic flow through the villages?
- 3.4. The Council would like to understand the phasing of implementing such a system. How long will it be between shutting roads and new bus routes/extra provisions come into effect? The Council must state that the public/businesses cannot be allowed to suffer for extended periods while work is completed.

4. Workplace Parking Levy (WPL)

“Based on a successful scheme in Nottingham, big employers with lots of parking space for employees would be charged an annual fee for each commuter parking space. This will likely be those employers with more than ten parking spaces. This would also encourage people to switch to other modes as well as create an important new funding stream to invest in better local transport to ease commuter trips.”

- 4.1. The Council is opposed to the WPL scheme. It believes it would discourage people from working in the City and the areas covered by the zone. It is also

disappointed to see the size of the WPL inclusion zone and would state that public transport from the village to the extreme boundaries is non-existent.

- 4.2. The Council would like to know if the WPL is to be charged only if the parking space is used? If this is not the case then, where is the incentive on reducing car usage?
- 4.3. The Council has concerns regarding the knock-on effect of employees seeking alternate parking from their workplace. It is already evident within the villages that residential roads are becoming commuter car parks as employees look to use the public transport (guided bus) to their place of work. The Council has great concerns that this will only get worse in the future.

5. On-Street parking controls

“The package supports an expansion of Residents’ Parking Zones in areas near large workplaces would further discourage commuter car journeys and work with WPL ensuring parking is not displaced to nearby streets, ensuring limited on-street parking is prioritised for residents”

- 5.1. “As point 4.2.”
- 5.2. The Council would like to understand if on-street parking controls will apply to village locations. It is aware that parking restrictions may be required as a knock-on effect/result of traffic measures in the City, however the Council has concerns that it could erode village feel.
- 5.3. The Council believes that the combination of the WPL, on-street parking controls and peak-time control points will force some large businesses to leave the City as staff will find it not only difficult to get to work but also inefficient (relating to cost and time).

6. Smart technology

“Use of technology and data to help people make smart travel choices including ‘digital way finding’, real-time traffic alerts and intelligent traffic signals prioritising bus and cycle trips.

The City Deal has invested in [Smart Cambridge](#) to harness technology to improve people’s travel experience”

- 6.1. The Council would like to see a route planner system (computers) employed in the City centre and in the surrounding villages. In particular, it would like to see a system where a user could input an end destination with the cheapest/quickest bus route being displayed.
- 6.2. The Council would also like the GCCD to implement a pre-pay card system which would cover all public transport and across every provider (similar to an “Oyster” card) as employed in London. It believes if cash transactions are reduced on public transport, then service would be more efficient (less stationary time).

7. Travel Planning

- 7.1. The Council welcomes the expansion of services and would encourage the GCCD to expand it further than just the City. It believes that local business and residents within our village would benefit from this type of service.
- 7.2. The Council would suggest the GCCD lobby for TfL powers for bus oversight and take control on setting bus routes etc.
- 7.3. The Council would like to see more real time bus information (RTBI) along the bus routes. This could also be advanced by smarter technology (see 6.1).

8. Public space and air quality

“Using opportunities to make improvements to public space - such as landscaping or new street furniture– to keep Cambridge a pleasant and attractive place to live, travel and do business.

The reduction in congestion and, in particular, car travel will improve air quality considerably.”

- 8.1. The Council is in full support of any improvements to public space, whether that be landscaping of current provisions or the creation of additional space.
- 8.2. The Council must insist that every effort is made to maintain green land (including trees positioned on the road side) when considering road, cycle and pedestrian improvements.
- 8.3. The Council would welcome any improvements to air quality.

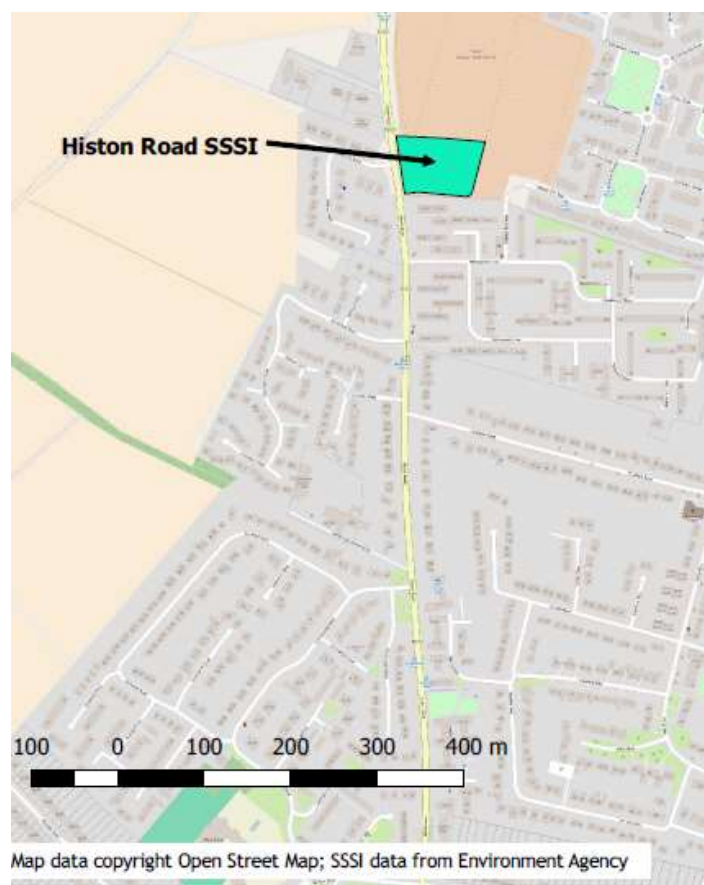
9. Histon Road Improvements

- 9.1. The Council would like to express its concerns with the perceived effectiveness of the improvements proposed for Histon Road. The Council would like to highlight the development of Darwin Green at the North end of Histon Road. The development has planning permission for a traffic light controlled road junction. Concerns were originally raised by the Council in 2008 as the junction will potentially cause a choking point of traffic, leading to tailbacks of traffic onto the A14 roundabout and even back on the A14 itself. It is the Council's perception that the Darwin Green junction will act as a control valve restricting the traffic flow down Histon Road and thus the planned enhancements to Histon Road from the roundabout southwards on the in-way side until Gilbert Road will be limited or even negated.
- 9.2. It is the Council's advice that the traffic figures and assessment of the combined junctions are upgraded to include all future possible traffic and the impact of the Darwin Green junction and then an assessment can be made on the effectiveness of the proposed improvements.

- 9.3. Darwin Green has also been identified as a potential short cut linking employees with new employment opportunities in the North West of the City. This could have a further impact in traffic volumes in and around the junction.
- 9.4. The Council would also like to raise a point with the GCCD and make them aware that any enhancement and or widening at the northern end of Histon Road would be a challenge as the area currently presented as allotments is a Site of Special Scientific Interest (SSSI) and thus is unavailable for use.

10. General Points

- 10.1. The Council would encourage the GCCD to employ temporary measures and smaller experimental projects to gauge their effectiveness before committing to large, expensive works.
- 10.2. The Council is concerned that the basis of the GCCD is encouraging people to use public transport and cycles. However the GCCD has not gone into any real detail about improving bus routes, making them more frequent, reducing the cost to make them more attractive to use, expanding their destinations (not everyone works in the City centre, yet there will be restrictions on all major routes and a work place parking levy).
- 10.3. A lot of the proposals rely on reducing congestion by individuals taking to cycles or foot, however the Council is concerned about the impact of the weather and what the implications are if people revert back to the cars if it's raining.
- 10.4. The Council would like to understand if a survey has been conducted to find out what percentage of car users or public transport users will be converted to cycling.
- 10.5. The Council is unclear of the whole picture of the Greater Cambridge City Deal. It understands that tackling Peak-Time congestion fulfils phase 1, however what is Phase 2?
- 10.6. The Council must state that the way to solve Cambridge's parking and congestion problems is not to just push it out to the surrounding villages and roads. It is the "**Greater** Cambridge City Deal" not just the "Cambridge City Deal".



Histon & Impington Parish Council look forward to receiving your answers on issues raised in this response