CAMBRIDGE CITY ACCESS
A quick guide to the next steps

It should be easy to get into, out of, and around Cambridge by public transport, by bike and on foot. This is the transport vision set out by the Greater Cambridge City Deal, which is developing a number of projects to help achieve this.

The City Access project is central to this and aims to help more people get into and out of the City by sustainable means and to boost economic growth without increasing congestion.

In the summer of 2016 a package of 8 measures to tackle peak-time congestion were shared with the public and feedback was requested through the “Tackling Peak-time Congestion” survey. The package included a range of measures which, taken together, would reduce congestion, encourage more people to travel by public transport, bike or on foot and improve the environment generally in Cambridge city centre.

Lots of people had their say

10,970 responses

53% of respondents supported more and improved off road cycle paths

27.3% respondents the largest age range, were 35-44

7,664 of respondents are economically active

Personal transport user and active user

65% opposed Peak-time Congestion Control Points

Under 17, 65-74 and Over 75 age groups all thought better bus services and expanded Park & Rides would improve their journeys

If you would change how you travel, which form of transport would you switch to?

33% would change to public transport

23% would change to walking and cycling

You thought bus travel could be improved by:

64% more frequent services

62% reduced fares

62% more reliable services

52% faster services

Some of the free text comments included

“There should be more bus lanes to cut through the traffic.”

“Peak-time Congestion Control Points will cause longer journey times adding to the level of pollution in the city centre”

“I'm not sure how smart technology and travel planning can help my journeys”

“In favour of better cycling and pedestrian facilities

“I’d like more and better cycling routes”
Next steps for the 8 measures

**Peak Congestion Control Points in the weekday morning and evening peak periods**
This raised significant and valid concerns during the engagement. City Deal are now looking at more deliverable and acceptable alternatives to this part of the plan.

**A Workplace Parking Levy**
The City Access team will work closely with major traffic generators and employers to develop and co-design a practical and effective Workplace Parking Levy scheme that works for medium and large workplaces.

**Better bus services and expanded use of Park & Ride**
The City Access team are working closely with Bus Operators to finalise the Bus Network Review and develop designs to reduce delays on important routes.

**Better pedestrian and cycling infrastructure**
The City Access team to continue to work with partners on these measures through both the Cycling Provision and the Public Space & Air Quality Delivery Plans.

**Improved public space and air quality**
We recognise the strong public support for addressing air quality, and therefore intend to assess the options for establishing a Clean Air Zone in central Cambridge.

**On-street Parking Controls (including Residents’ Parking)**
City Deal is actively supporting the Cambridge City Joint Area Committee (CJAC) to add further on-street parking controls. These may be needed to manage the risk of people parking on-street after a workplace parking levy is introduced.

**Travel Planning**
The City Access Team to continue to work with Travel for Cambridgeshire supporting employers to adopt sustainable policies and practices with regard to travel to work and travel during work.

**Smart Technology**
Smart Cambridge, set up by the City Deal and supported by the City Access Team, aims to harness emerging technologies to find smart ways to tackle city challenges such as transport, air quality, energy and health care. Digital screens to guide visitors arriving at Cambridge station, better travel planning tools plotting the best transport options, and improved real time bus updates are just some of the evolving practical applications that are being developed.

A full copy of the report, meeting agenda and other papers will be published on 6 January at http://scambs.moderngov.co.uk/ieListDocuments.aspx?Mld=6847&x=1