CAMBRIDGE CITY COUNCIL PROPOSAL B
TRANSPORT IN CAMBRIDGE

The Sustainable Communities Act proposal form

Using this form
This form should be used to submit proposals under the Sustainable Communities Act to the LGA for short listing. Please complete all sections and then email a copy to selector@lga.gov.uk . These must be received by July 31st 2009, and you will receive confirmation that the form has been received. Please note that mail administrators may have restrictions on the size of email able to be sent and received. We are unable to accept anything over and above 10mb in size. Please also use this email address to request copies of this form in a different format

Once submitted, information within this form may be made publicly available, unless you request for it to be kept private. We will treat information submitted sensitively.

We are able to accept information in addition to the form if it directly relates to the proposal, however we would encourage information to be included where possible within the confines of the form. If you wish to attach any relevant presentations or graphs etc. please attach them separately to the email - noting the 10mb size restriction we have on receiving emails.

For questions regarding the act or the role of the Selector, please see our FAQs . Any further questions can be directed to selector@lga.gov.uk .

Section 1: Proposal Summary

Proposing Authority

Under the terms of the Sustainable Communities Act, all proposals must be submitted by a local authority, or group of authorities, in England. Any group, organisation or individual may originate or develop a proposal. However all proposals will require Local Authority endorsement and submission to the Selector.

Parish councils and other organisations and agencies must seek support and formal endorsement from a proposing local authority (defined in the Act as county councils, district councils (including metropolitan, non metropolitan and unitary authorities), the common council of the city of London or the Council of the Isles of Scilly).

1.1 Lead Authority name

Cambridge City Council

1.2 Is this proposal submitted by this authority alone, or is it a joint proposal with other local authorities? (If joint please list authorities)

This is a Cambridge City Council proposal

1.3 Who is the lead contact (s) in the authority for this proposal? Please provide email address and telephone number - *The LGA will direct any enquiries to this contact.*

Trevor Woollams, Head of Strategy and Partnerships. Trevor.woollams@cambridge.gov.uk
Tel: 01223 457061

Supporting Organisations

Whilst proposals may only be submitted by a local authority, we acknowledge that local partners and outside organisations may wish to register support for the proposal. This is entirely voluntary.

1.4 Please provide details below of supporting organisations to your proposal*.* Please explain if the organisation is a charity, company, unincorporated association or other body. If a charity or company please provide registration numbers. If a local partnership please explain the relationship to the Local Strategic Partnership for the area.

* Cambridge Local Strategic Partnership
* Community groups and local organisations who were represented on our Panel and who recommended the proposal to our Council. These are listed at 3.1 below. They are a selection of local unincorporated associations and local groups, some aligned to national charities and lobby groups.

Summary of your proposal

Please summarise your proposal. You may wish to include:

- The main elements of your proposal
- What issues your proposal is addressing and how it will promote the sustainability of the local community
- Who is affected by this proposal and how?
- Which public bodies might be affected?
- What are the main actions needed from Government?
- What do you expect this proposal to achieve?

1.5 Please enter your summary below *(word limit 1000 words)*

PROPOSAL B. Transport in Cambridge

The government should give joint powers over all aspects of Transport Policy and Planning within Cambridge to Cambridgeshire County and Cambridge City Councils. These powers to include regulation of all public bus transport within Cambridge.

This proposal will have a major impact on the sustainability of Cambridge by:

* Enabling Cambridge residents, through their democratically elected representatives, to set transport policy in Cambridge to promote sustainable forms of transport. Currently Cambridgeshire County Council has sole responsibility. The leading group on the County Council, from which their Cabinet is drawn, does not represent any wards within Cambridge. This means that no Cambridge City ward Member from either Council is directly involved in making decisions relating to transport policy within their City.

* Enabling City Council Members to represent their constituents by working with County Council Members to promote and implement greener transport solutions such as rail,

buses, cycles and walking to reduce congestion, protect the historic city centre, reduce C02 emissions and improve air quality.

* Enable elected Members from both the City and County Councils to negotiate with the City's bus operators through, for example, statutory quality partnerships. In addition, give the 2 Councils joint powers to require bus operators to make reasonable changes to service provision within the City if and when negotiated solutions cannot be reached.

* Enable elected Members from both the City and County Councils to ensure there is better co-ordination between bus operators and between bus and train operators.

There is precedent within Cambridge for shared policy making between local authorities. Parliament recently granted powers under Statutory Instrument 2009 No.1254 for the establishment of the Cambridge City Fringes Joint Committee which gives Cambridge City, South Cambridgeshire District and Cambridgeshire County Councils joint powers over planning policy for the growth sites on the City fringes.

Cambridge sits in the middle of a major growth area. The City is planned to grow by 40% by 2025. The City is already very congested with traffic. Many of the City centre roads are narrow and unable to cope with existing traffic volumes. Radical changes to greener transport policies are required to sustain this planned growth and protect the economic viability of Cambridge. These policies need to be driven by local representatives who have the support of local people.

The report from Cambridgeshire Transport Commission dated July 2009 recommends the County Council should set up 'The Transport Partnership for Cambridge' bringing Cambridgeshire County Council, Cambridge City Council and other partners together to "shape the investment programme for transport improvements in and around the City". Shared policy making powers on transport would greatly strengthen these arrangements. The Commission's report can be found at this link:
http://www.cambstransportcommission.co.uk/Default.aspx

Section 2: About your proposal

The form asks a set of questions to gather as much information as possible to allow for assessment and short-listing by the Selector. A word-limit is stated for each part of the form.

We appreciate that SCA proposals will vary in range and scope, and some questions will be more relevant than others for any one proposal. Please do not feel that answers are required for every question or that the full word limit need be used in respect of each and every question box. If you are submitting a joint proposal, please include evidence for all areas.

Impact on sustainability *(word limit 2000 words)*

2.1 Please explain how your proposal promotes sustainability as defined locally (for example in your Sustainable Communities Strategy or LAA)

The Cambridge Sustainable Community Strategy was developed with partners through consultation with our residents. It has 3 priority areas:
* Tackling Climate Change

* Building Sustainable Communities
* Ensuring Strong and Inclusive Communities

This proposal, if fully implemented, will have a major positive impact in terms of taking forward all 3 priorities set out in the strategy for the reasons set out in 1.5 above.

The Cambridgeshire Vision, which informed our Local Area Agreement, has 5 key goals:

* Economic prosperity
* Environmental sustainability
* Safer and stronger communities
* Accommodating growth
* Equality and inclusion

This proposal, if fully implemented, will have a positive impact on all 5 goals. Unless we move to more sustainable forms of transport into and within Cambridge, growth will not be sustainable. The roads will become even more congested, air quaility will deteriorate further, the City will become a less attractive place to live and work and businesses will look elsewhere to invest.

2.2 Over which geographic area will your proposal impact? (e.g. neighbourhood, town, city, sub-region)?

This proposal will promote and improve sustainability within Cambridge City where there are currently significant problems with traffic congestion. The proposal will encourage people to use more sustainable transport and facilitate sustainable growth.

The proposal could easily be extended to cover both the City of Cambridge and the area covered by South Cambridgeshire District Council where many residents who commute into Cambridge live.

2.3 Who would benefit from your proposal?

There would be significant benefits for existing and new Cambridge residents, commuters, tourists, local businesses, and major employers such as public sector and educational organisations through:

* improved co-ordination of public transport

* less congested roads and improved access into and around the City using sustainable transport options such as buses, cycles and walking.

* protection of the historic city centre environment

* reduced C02 emissions and improved air quality

2.4 What steps will you take to mitigate any adverse affects on sustainability from your proposal (if relevant)?

The City Council does not consider there are any adverse affects on sustainability from this proposal.

2.5 What project, activities and changes would take place in your area if your proposal was successful?

Joint powers over Transport Planning and Policy would significantly help the delivery of sustainable transport solutions within Cambridge. It would produce a true partnership between the City and County Councils and the communities within Cambridge. This would be in contrast to the existing regeime where transport policy is imposed on local people by the County Council even though none of its ruling group members have a democratic mandate within the City.

Joint powers to regulate bus transport within Cambridge will enable elected members to consider and implement more radical solutions to produce improved co-ordination between providers, encourage even greater bus use and ensure that the more vulnerable residents have access to public transport throught the City.

2.6 Does your proposal involve transfers of responsibilities between public bodies in the area? If so what are these? What budgetary implications might be involved?

No, but the proposal does require the sharing of existing Cambridgeshire County Council transport responsibilities with Cambridge City Council and the implementation of new joint powers to regulate bus transport within Cambridge.

We would not anticipate any existing staff working on transportation issues within the County Council to be affected. However, they would report to a joint policy making committee comprising (in equal numbers) County and City Council members.

As mentioned in 1.5 above, there is precedent for this approach in the City already through a joint plan making committee.

This proposal could be extended to include South Cambridgeshire District Council as described in 2.2 above.

Local authorities are required to 'have regard' to a set of specific issues when deciding whether to support SCA proposals. These are matters listed in Schedule 1 of the Act, as passed by Parliament[1]. It is worth noting that the issues listed in the Act are not supposed to be exhaustive and that ideas can cover anything that promotes the sustainability of the local area.

Many of these matters may not be relevant to any one proposal. If you are submitting a joint proposal please include evidence for all areas.

2.7 Please identify which, if any, of the issues authorities are required to have regard to, are relevant to this proposal and include any data and information which you feel would be helpful in the assessment process.

a) the provision of local services

[1] The Sustainable Communities Act is available here : http://www.opsi.gov.uk/acts/acts2007/ukpga_20070023_en_1

Local businesses, public sector and educational orgaisations would benefit from a less congested City with improved air quality because it would be easier to access their premises, easier to recruit and retain staff and there would be more people visiting and spending money in the City.

b) the extent to which the volume and value of goods and services that are- i) offered for sale, ii) procured by public bodies, and are produced within 30 miles (or any lesser distance as may be specified by a local authority in respect of its area) of their place of sale of the boundary of the public body.

More sustainable transport options will facilitate growth and sustain local jobs

c) the rate of increase in the growth and marketing of organic forms of food production and the local economy

as above

d) measures to promote reasonable access by all local people to a supply of food is adequate in terms of both amount and nutritional value

e) the number of local jobs

More sustainable transport options will facilitate growth and sustain local jobs

f) measures to conserve energy and increase the quantity of energy supplies which are produced from sustainable sources within a 30 mile radius of the region in which they are consumed

Sustainable transport options such as cycling and walking will reduce the amount of fuel used

g) measure taken to reduce the level of road traffic including, but not restricted to, local public transport provision, measures to promote walking and cycling and measures to decrease the amount of product miles

This proposal will have a significant and positive impact on these issues.

h) the increase in social inclusion, including an increase in involvement in local democracy

The provision of joint powers over all transport policy within the City will, for the first time, enable City residents, through their locally elected City Council members, to make decisions about sustainable transport options in their City.

i) measures to increase mutual aid and other community projects

j) measures designed to decrease emissions of greenhouse gases

This proposal will reduce greenhouse gases through transport policies that will encourage greener forms of transport such as cycling, walking and public transport.

k) measures designed to increase community health and wellbeing

A congestion free, accessible City with high air quality is crucial for community health and wellbeing.

l) planning policies which would assist with the purposes of this Act, including new arrangements for the provision of affordable housing

In Cambridge our planning policies require 40% of new housing to be affordable. Greener transport policies, which have the support of local people, will enable this this growth to happen in a way that is sustainable.

m) measures to increase the use of local waste materials for the benefit of the community

Existing Barriers

(Please do not write more than 1000 words for 2.8 and 2.9)

2.8 What are the existing barriers to implementing your proposal?

Cambridge City Council does not have powers to make and implement transport policies within the City which will directly affect the quality of life of its electorate.

Neither Cambridgeshire County Council nor Cambridge City Council has powers to regulate bus transport with Cambridge. The County Council can negotiate with bus companies through quality partnerships but there are no powers that either Council can use if negotiated solutions cannot be reached.

2.9 What actions are needed by Government to make your proposal possible?

The government needs to give joint powers over all aspects of Transport Policy and Planning within Cambridge to Cambridgeshire County and Cambridge City Councils.

These joint powers need to include powers of regulation of all public bus transport within Cambridge.

Part 3: Local Authority Endorsement

This section should be completed by the proposing local authority. (Under the terms of the act this means a county council in England, a district council (including metropolitan, non metropolitan and unitary authorities), a London borough council, the Common Council of the City of London or the Council of the isles of Scilly)

3.1 Have consultation requirements been met? (500 words max)

Please confirm that your authority has met the statutory requirements for consultation on this proposal, via one or more panels of local representatives and persons from under-represented

groups constituted in accordance with the Act and statutory guidance as set out in *Strong Safe and Prosperous Communities.*

You may wish to describe who has been involved in discussions and development of the proposal *(e.g. council, local community organisations and residents groups, parish or town councils, local partnership bodies, local or national organisations, political parties, church and faith organisations, local businesses or chambers of commerce and others.*

If you have not done so already please give brief details of relevant panel meetings.

Please note if you are submitting a joint application please provide details of consultation and local support across all areas.

The process we used was agreed by the Cambridge LSP in January 2009. The process was very much 'bottom up' with all the ideas and eventual proposals coming from the communities themselves.

The City Council held a community consultation event on 5th February 2009 where community groups were invited to present ideas that would help to improve the sustainability of Cambridge. This event was well publicised through the LSP, Council for Voluntary Services, community groups grant aided by the City Council and tenants and residents groups.

Around 40 people attended the event which was chaired by the Council's Leader, Cllr Ian Nimmo-Smith. A short presentation was given to outline the aims of the Sustainable Communities Act but more emphasis was put on encouraging ideas. 3 big posters were placed on the walls, each one having a theme from the City's Sustainable Community Strategy:

* Tackling Climate Change
* Building Sustainable Communities
* Ensuring Strong and Inclusive Communities

Participants wrote their ideas on coloured post-it notes and stuck these on the most appropriate poster. Similar ideas were grouped together. Participants were then given 10 sticky 'voting' dots and they stuck these against their favourite ideas. They were able stick all 10 against their top favourite or spread them over a number of ideas.

Before they left the event, people were asked to register their interest in becoming a member of our 'Panel of Representatives of Local Persons'

The outcome of this event was reported to the City Council's Strategy and Resources Scrutiny Committee on the 16th March 2009. Councillors agreed that 4 of the ideas should be considered by our Panel but that the Panel should be given the freedom to consider some of the other ideas if they wished.

Our main panel comprised 15 members from the following groups:

Cambridge Campaign for Better Transport
Cambridge Carbon Footprint
Cambridge Cycling Campaign
Cambridge Ethnic Community Forum
Cambridge Federation of Tenants, leaseholders and Residents
Cambridge Older Persons Enterprise

Cambridge Transition Town
Cambridgeshire Celebrates Age
Camsight
Cambridge Polish Community
Living Streets
Hawkins Road and Campkin Road Residents Association
Trumpington Residents Association

Our main Panel met twice in late April. Because we did not manage to recruit a 'Business Representative' we undertook to consult LSP members (including the Chamber of Commerce), Love Cambridge (our City Centre Management Company) and Cambridge Independent Traders on the Panel's recommendations.

We ran a Young People's Panel in May with a group of 9 young people aged 11 to 18 who considered the recommendations from the main Panel. We kept the local County and District Councils informed of progress throughout the process. We also formally consulted the County Council about the Panel's recommendations. The County Council Cabinet considered them on 7th July. The report and Cabinet decision can be seen at:
http://www2.cambridgeshire.gov.uk/db/council2.nsf/af8076762df199c580256b14003ef043/55b20edc800a6668802575e10046470f?OpenDocument

The Panel recommended 4 proposals to the Council including this one. The proposals were considered by the Strategy and Resources Committee on 29th June alongside written submissions from Love Cambridge members and the County Council. 2 members of the Panel attended the meeting to support the recommendations.

The Scrutiny Committee endorsed the recommendations and the Leader of the Council formally agreed that the 4 proposals should be submitted.

The scrutiny committee reports explain the process in more detail and describe the many groups involved in this process. They can be viewed at:

http://www.cambridge.gov.uk/public/councillors/agenda/2009/0316sr/00.pdf see item 14
http://www.cambridge.gov.uk/public/councillors/agenda/2009/0629sr/00.pdf see item 14
The minutes of the 29th June meeting containing the formal decision of the Leader of the Council can be viewed here: http://www.cambridge.gov.uk/public/councillors/minutes/2009/0629SR.pdf see page 13

3.2 What are the views from this consultation? You may wish to provide evidence of local support for your proposal? This might include petitions or letters of support from the public, local councillors, Members of Parliament, businesses, public bodies and agencies? Please describe this evidence below. *(The local authority submitting the proposal is likely to wish to review such material and to summarise its content. Onward submission to the Selector of all original documentation will not normally be required).*

Detailed information from our consultations can be viewed at the above links.

Community Event attended by 40 people

* 150 initial ideas generated at the start of the process.

* Strong support for the process – some wanted to join our panel

Main Panel

* Recommended 4 proposals to the Council

* 2 panel members attended the Council's scrutiny committee to lend support

Young People's Panel

* Fully supported all 4 proposals

Cambridgeshire County Council

Did not support this proposal. The County Council considers that transport planning needs to be undertaken at a strategic level and that transport and travel do not respect boundaries. The County Council do not believe that a joint planning approach between the City and County Councils would allow the needs of all the people commuting into Cambridge to be met at a strategic level and that joint responsibility would be confusing to the public.

Love Cambridge

* Concerned that there was no business representation on the panel but appreciated being given the opportunity to comment on the Panel's recommendations.

Stagecoach Cambridgeshire

* Did not support this proposal, very concerned about the effects on Stagecoach Cambridge's business. Partnership working between the County Council and Stagecoach in Cambridge is seen as an exemplar.

John Lewis Cambridge

* Has concerns with the balance of local versus corporate responsibility in the context of the Act.

* need to understand how local authorities across the country can support this broad agenda without derailing elements that are common to a national organisation.

* It would be extremely difficult if a retailer trading in many cities and counties was faced with disparate proposals driven by local authorities.

* No specific comments on this proposal.

Proposals may include a change/transfer of functions from one person to another. If this is relevant to your proposal please confirm that the duties under clause 2, subsection 3 of the act (consulting with organisations affected by a change in location of a function) have been carried out.

3.3 Please give brief details of consultation with any affected organisations

Please see consultation with Cambridgeshire County Council and Stagecoach Cambridgeshire in 3.2 above.

3.4 Confirmation of council support

The process for formal endorsement is a matter for local discretion; however we anticipate that authorities will wish to gain political endorsement and clearance for the proposal through the relevant processes at local level. Please give details of how formal approval has been attained.

By the Leader of the City Council in his role as Executive Councillor for Strategy, following scrutiny by the Council's Strategy and Resources Scrutiny Committee on 29th June 2009.

http://www.cambridge.gov.uk/public/councillors/minutes/2009/0629SR.pdf see page 13 for formal minute of decision.

3.5 General comments

This is an opportunity for the local authority to express any additional comments or views on the proposal: This may include: *(1500 words max)*

- the council's view of levels of local support for the proposal
- any local opposition or objections that the Selector should be aware of
- relevance of the proposal to the area's Sustainable Community Strategy and Local Area Agreement
- outcome of any local authority discussions with agencies or public bodies affected
- potential regional/national significance of the proposal, if replicated elsewhere
- any major resource implications for the council or its local partners
- any other factors influencing viability and achievability of the proposal

This proposal was generated from an event with local community groups who felt disenfranchised from decisions about transport within Cambridge. It was refined by, and received unanimous support from, our 2 Panels.

It did not receive the support of the County Council's Cabinet Members (none of whom represent wards within the City) or Stagecoach.

Sustainable transport policies that have the support of local people are absolutely crucial to the viability and longer term sustainability of Cambridge. Without them planned growth will not happen.

Part 4: Assessment by the Selector

SCA proposals will be assessed by the LGA as Selector. This will include consideration, short listing and negotiation with the Secretary of State via the LGA Selector panel made up of councillors from the four parties represented on the LGA

The LGA Selector Panel is committed to undertaking the role in a transparent manner; as such reasons for decisions on proposals will be made available.

There will be no appeals process in relation to decisions of the Selector Panel.

4.1 Do you confirm your agreement to abide by the outcome of the Selector's assessment and decision-making processes?

Yes

4.2 Would your council, accompanied by the originators of the proposal, wish to make a short verbal presentation to the Selector Panel, should this opportunity be available?

Yes

Thank you for completing this form.

Please email it to selector@lga.gov.uk by 31 July 2009.