

## Transcript

Speaker 1

Start this off recording. OK, if you. Put that in the mix. Yeah. So if. If we can start guys. So thank you all for coming. You should all have a fund of your a pack that I've put together today and basically if we could just run through this, I'll explain a little bit more about the Bowls Club and the impact that the potential congestion charge. Have then perhaps if you don't mind just giving us a bit of a briefing of what you know about it, how you feel it would impact.

Speaker

Of course.

Speaker 1

Us, et cetera. That would be wonderful. So if we can go through and go to. Facts about Cambridge chess and indoor bowls Club, which is the 2nd to the second page. So I'm just going to. Read these out so that you've got them. You can hear what we've. We were basically established in 1973, so next year we're celebrating our 50th Jubilee. We're a non profit making organisation and we're currently in the middle of applying. To be cash. Registered, which is Community community, amateur Sports Club status, which obviously helps us with charities and donations and things like that and grant funding. So we're currently doing that, as I said to you out there, guys, we are the largest indoor sporting arena in East Anglia. And we're the largest indoor Bowling Club in the country, so there is no bigger on a membership base club than this one now. That's for both bowling and social members. Bowls is obviously an inclusive sport. We've got juniors, adults, pensioners, physically disabled and mentally impaired bowlers in here. But 90% of our Members are pensioners. Obviously you can see we've got a restaurant, we host lots of events in here. It's open on a daily basis. People come in for their lunch. We've just got a bowl shop which has just opened as well and it's opened not just to our Members, but it's open to people from other clubs or other people who want to come and buy stuff here because there are very.

Speaker

Yeah, that's fine.

Speaker 1

Few bowl shops around. We employ 7 people, but they are all part-time. We have numerous volunteers and without those there are some here tonight, this club wouldn't exist. May do a heck of a lot of work. It'd be impossible to function without them. The club is run by board of directors. We have an annual turnover of £200,000 and we've got capacity for over 100,000 bold sessions in. Here a year. So tonight we would normally have if we had all eight rings, that would. Be 8. Sessions we only charge £60.00 a year for a subscription. So compared to a lot of other clubs, golf clubs. Etcetera. It's very, very cheap to.

Speaker

OK.

Speaker 1

And people pay £4.00 every time they play at 2 1/4 hour session. We've recently spent two years helping the community by hosting the NHS, as you know, because you both had your vaccinations here and more than 140,000 people were actually vaccinated in this place, which was fantastic. We're about to feature on The One Show because they picked up on our news story, which was on BBC News Online and in some magazines. They requested they could come and do some filming. They were here all day Saturday with a crew of five and gentlemen called Richie Anderson, the presenter who was on strictly last year. He was really good, but they wanted to go through the the mix of young and old within the club and how they interact and it was a fabulous day, but it's going to reach 5,000,000 viewers in a couple of weeks on the BBC.

Speaker 2

Chris, your membership again, I'm sure.

Speaker 1

Yeah, hopefully yes, but it make people aware. You you quite rightly said, Hillary, that you didn't know it was here. A lot of people don't know it's here until. They actually come in so.

Speaker 2

Obviously, for for just forever. I didn't know it was here. Yeah.

Speaker 1

Yeah. No, so a few observations about the club and about what would happen. We feel if the congestion charge came in. So if I could just raise those. So 90% of our Members are pensioners and obviously you can take all this away with you on average.

Speaker

Of course.

Speaker 2

Like interrupt. Do you mind if I borrow your pen? I'm so sorry. I've been running. You've got a spare one there.

Speaker 3

Yeah, of course.

Speaker 1

No, no. Take, take, take that. Taylor. No, no.

Speaker 2

Thank you. I just been rummaging my bag and my pen didn't work and I'm getting frustrated. Thank you very much. Thank you.

Speaker 1

No, you're fine. So on average, I think if you look at it, some of these guys play 7 \* a Week, some play one time a week. But if you average it out, most of them play around four times a week, so you know it's a cheap sport for them. It's great. But if they're going to come in here on a congestion charge of £5 a day to play. That's an extra £20 a week. They've got to find. So if you imagine they're paying £4.00 at the. Moment. They're then going to have to pay £5 congestion charge every time they play bowls is 9 pounds. It's going to be a massive impact. We've done a survey of a membership. 97% have said they would stop playing bowls if the congestion charge was brought in, unless there were exemptions for members of the club. Now obviously if that happens. Is obvious what happens to the club our members travelling from all over Cambridgeshire, so it's not just Cambridge people, it's people from. Villages that are an hour away because there aren't that many indoor bowls clubs, they all come here especially now that we're sort of high profile, shall we say. And we're concerned, obviously, if they're going to have to come on the bus that allow the, the proposal is to improve the bus service. There are so many routes that don't have buses in these rural towns. And whether they do or not is a is another matter. But perhaps you can help us. With that, and bowls and equipment obviously is very heavy. You just picked one up in the shop and you saw what one bold way you imagine being a pensioner having to carry that on a bus. With you to get here, that becomes almost impossible.

Speaker 4

Do all your member on their sets. To all your Members own their.

Speaker 1

Yes, generally they own, yeah.

Speaker 2

Sales people carry their people.

Speaker 4

So buy them.

Speaker 1

Yeah, some, some, some have lockers, but the majority carry them because they play indoors and outdoors. So if you can imagine or as an example, tomorrow I think we have a team playing away, so they'll need their bowls so they could leave them here, but they wouldn't have them on their way venue. So they need to take their bowls. Them and. And there's no bowl stop at the moment near the Bowls club. The nearest one is at the top of Church St, which is a 15 minute walk away with a bowls bag with a pensioner. But it's. Not going to happen. We have five sessions during the day. So you said about this being one of our sessions. I'll play for 2 1/4 hours. So this is our 6:00 PM until 8:00. 15 session. We start at 9:45 in the morning and that session goes to 12 noon. Then we go 12 noon to two, 15215 to 434, thirty to six, 6 to 8. 15 So if you look at those bowling sessions, every one of those falls within the proposed congestion charge timings every session, so there is no way out of. Then paying the congestion charge on if the congestion charge is 7 to. Basically, if it comes in, we are going to cease to exist at the club, the the volunteers. As I mentioned earlier, they are not going to pay £5 to come in every time to help us. You know it's it's hard enough relying on. People to come and give their goodwill. But to actually get them to pay £5 every time we've just refurbished the playing surface out there, which we spent 114,000. Now that was partly funded by an Amy Sessler Community Fund grant and the NHS income from the Vaccination Centre. Now that that surface is

supposed to last us a minimum 20 years now, but if a congestion car charge comes in in 2027 and we fold, you can see that we've wasted that money. You know, the money from the NHS and the money from. Maybe cesp there's a huge impact there. We've got 23 years left on the lease at the moment because we own the building and the Council owned the land OK.

Speaker 4

Councils that Cambridge City, OK.

Speaker 1

Cambridge, Cambridge City Council and the land. So closure in the of the Bowls Club in 2027 would result in a shortfall for the counciling rent and rates from us of just short of £1,000,000. So if you took the remainder of the lease and it didn't increase in value, it's £1,000,000 that we would be paying in rent and rates that the Council wouldn't receive if we close. Each year we select a charity. This year, Paul is our President and he's gone for dementia UK and our members raise money for that all year and we generally give about £2000 to charity each year, which obviously wouldn't happen. These are things that wouldn't happen. The congestion charge as we see it, would not just close the indoor clubs, it would close all of the outdoor clubs in Cambridgeshire as well. So you're going to lose. I don't know exactly how many are, but at least 16 outdoor bowling clubs in Cambridge. Would close where the elderly people enjoy going out and playing in the sun outdoors. It's nice for them to get out, but they would all close. Basically it means that pensioners that play bowls. Are going to have to find something else to do where there isn't a congestion charge or be locked in at home basically. If you look at NHS advice on any website, Bowles is an excellent, gentle exercise. You've seen it out there tonight and it's perfect, especially for the elderly people at the club. Also, is a great meeting place. So many of my Members don't just come to play bowls. They're actually here because they're on their own. They've lost their partners and they come and it's a social environment and it's sometimes the only place they go that they can meet. People. So that would all be taken away too. So you can see these are just a few things that, you know impact us greatly. And I just wonder if you could perhaps outline to the Members what you think it would mean to us and how you expect it to work and how we would cope with it. And then I would like to open it up to anybody in here with some questions. If you're happy to take them and if we get to the enough time at the end, we've got some questions that the Members have emailed in as well, which happy to go through all you take away and look at and. To us, so if you're happy over to you.

Speaker 4

Of course, I'm very happy to. I'm very happy to be here and thank you for having me and I bring you the regards of Michael Jones, who's the one who, yeah, made the introduction and he's he's very happy.

Speaker 1

Thank you.

Speaker 4

We're here too. Just before we begin. Of course, if you have questions and in fact, it's actually quite useful for us to see them. So if you've got. Stuff that people have emailed or anything like that you want to send them to us. I will. I'm quite happy to prepare answers or, you know, comments and.

Speaker 1

Yes, I can certainly let. You have her. Thank you.

Speaker 4

At all, with the understanding, of course, that we're not here because we've made any kind of decision at all. And I really, really want people to understand that because you know, we've been told. We've been told all sorts of things, as you can imagine, but we are not. We don't yet know what we're going to do and I'm going to. Go on to. How the genesis of this scheme came on and where the thinking is for some of the proposals that are there. But you know, one of the reasons why we put ourselves out there and started talking to people and started, you know. Hearing, of course, a lot of the the the concerns that people have is just so that we can work out. Ideally something that works for the largest number of people, because as you can imagine we have got. A very wide range of interests to accommodate and a very wide range of problems that we've got to solve. And that necessarily does mean having to look at things that you potentially if you didn't have the problem, you would not want to do. I didn't go into this thing, you know? Yes. Fantastic. Everybody's gonna love this. It's going to be great. You know, there's going to be. No problem whatsoever. Of course not. But we also have to be honest about some of the problems that we face in the whole region and that's the driver behind looking at some of the ways in which we can ameliorate some of those problems onto which I will. And it would be very useful going forward if we could have some, you know, I would be delighted to have an ongoing conversation about, you know. The kind of members you have, the kind of needs they. Have do. Does everybody who belongs to this club, you know, have the 1100 people? It's very impressive number, you know, what's the geographical spread? Where do most of them come from? What kind of journeys do they do? Because this is all about transport and about actually trying ideally to make movement in and around Cambridge rather a lot easier. Than it is now. Because, you know, I came down from the science park just earlier I. My cycle everywhere as much as I can, very slowly, but I do. And you know. When you don't have, you know sometimes like now you have Rd works that are very conveniently sort of in the middle of the route coming down here. So that's made the journey a little bit scary. But when it's not that, it's something else. You know it's travelled around. Cambridge is actually quite difficult and it's one of the many things that we would like to try and make easier for people. So it would be very useful for us to know a bit more about, you know, where are these people coming from? What kind of journey do they? Do are they all? Are they all happy with the journeys that they're doing now? Are they all finding? Is it easy or is there something that would make it easier for them? Do they all come in with their own individual cars?

Speaker 1

I think, Jeff.

Speaker 4

Or do they carpool or or do they you know?

Speaker 5

Some share some share are coming from villages.

Speaker 4

Yeah. So does anybody come in by public transport right now or is it completely impossible?

Speaker 1

There's no there's no bus stops near the club, so no #2.

Speaker 5

Yeah, the yeah. Road it's so unreliable.

Speaker 4

I know, I know, I know, I know.

Speaker

And it's.

Speaker 5

Just ridiculous. And you? I've done it when I was volunteer at the hospital. I would get the bus. Here to to, to volume the afternoon. And if it? Was ticking with. Rain. It's not much fun walking from there to. Here I can tell you.

Speaker 4

I know.

Speaker 5

And I'm not. I'm fairly fit. You know, some people do this to keep fit. There may not be as fit as me. It's it's no joke. We're we're nice and quiet bit and and and it's a culture SAC, isn't it? Just goes to the river you and get buses. Come down here.

Speaker 4

Are you? No. Well, not right to the front door. But this is, you know, this is. I mean, if you're looking on a map, this is central. You know, this is no, we're not out in the sticks here. This is a very convenient and very strategically importantly place location. So one of the things, one of the many, many things that we actually have to look at here is how to make places like. A lot more accessible because you know, if I were coming here, I would probably cycle, you know, because that's what I do now. And I live in Orchard Park, which is not too far at all, and I go to the doctors in Northfield Rd. Because Arbour Rd won't have us. And well, that's where we are. I had a very fun journey once I threw my back out and I had to, but I had to get there because they don't come to you. And I did this at 6:00 in the morning. It took Me 2 1/2 hours to walk to Northfield Rd. From that was fun.

Speaker 5

He's as much younger as you than all these people.

Speaker 4

I was in my 20s. Believe it or not, it happens to everybody. So, you know well unfortunately so, but there is a lot of that because you know I would have potentially maybe jumped on a bus if one exists.

Speaker 1

I think the.

Speaker 4

Which it didn't and doesn't. But you know.

Speaker 1

The difficulty with the bus is obviously that it's not just if we had a bus stop out here. Mm-hmm. It's. Where's the bus stop at the other. End for the people.

Speaker 4

To get the bus. Well, yeah, of course. Exactly, yeah.

Speaker 1

You know, they're not gonna have not all these guys gonna have a bus stop outside their house wherever they live. And I mean and a large number of outside the city and they've gotta carry these bowls. They're pensioners in the winter.

Speaker 4

Yeah, no, of course.

Speaker

Of course.

Speaker 1

We're an indoor bowls club which takes place in the winter with ice. It's just not not practical at all.

Speaker 4

No, of course we we we, we completely understand that.

Speaker

Out in the afternoon in the winter, because if I was going to get a bus.

Speaker 6

Here in the winter for, say, a two o'clock session, I know that by the time I leave, it's gonna be dark.

Speaker 4

Yeah, I know.

Speaker 5

I don't wanna walk in the dark to the bus stop, but I don't know the other end either.

Speaker 6

No, no.

Speaker 4

No, of course.

Speaker

I'm sorry.

Speaker 4

And that's, you know, that is that is very important and it's you know it's the kind of thing that we need to listen. To at. This stage because. As I said, the genesis of this is the fact that, you know, it starts a lot bigger than this place, but in a way it starts with the sort of area that you cater to because you, you know, you have people coming in from all over Cambridge here. And Cambridgeshire is a place that is growing very fast. Very fast indeed, and it is growing unequally, so most of the growth is very concentrated in very specific places, not so much. Cambridge itself. Space in the actual Cambridge has run out quite a long time ago. So you do occasionally get new housing, but it usually replaces old housing. I mean, there's no, you know, but there are places outside of Cambridge that are. Become an increasingly. Focuses of this growth that we are experiencing. And if you take some of these places that were predicted to have about, you know, I've been spotting these numbers for six months, I mean it's kind of becomes they're becoming a bit, but you know if you. Take water beach. Camborne born Airfield, W Cambridge, Trumpington. What's the other one? There's always one. That I forget.

Speaker 7

That's right.

Speaker 4

Well, not obviously. Long stand on a note still and you know.

Speaker 5

Great respect. I think those people are aware we've we've seen you. On the TV, we've heard you.

Speaker 4

Yeah, of course, of course.

Speaker 5

On the radio, so we know all that we're concerned about our pollster.

Speaker 4

Of course. Of course. So, OK, let's let's, let's grow up with that. But basically, you know, that's. That's the those are the people that we need to get moving and you know some of them. Maybe come here or might come here when they move into all these new places. Of course we want we don't want we. I actually genuinely don't want to do things that would make your life harder. I really, really don't. But we do have compromises to make, which is why I'm trying to explain genuinely the sort of pressures that I'm under because, you know, we are currently at all local. Government level spending, an enormous amount of money monitored by and large, we really struggle to find. To prop up all these bus services that are disappearing and in the last two years we've lost 18 routes across Cambridge. And when you save them, you are essentially just handing money to people who are managing them. Really rather badly. We think. And that's, you know, where I might show some of my political colours? Because I am a passionate believer in public ownership and I think, you know, the local authority for all our faults will do a better job. And actually, you know, I would quite like to be coming out here and saying to you, you know what it is my responsibility to make that #2 service a lot better than it is now. And you know, if you're shouting at me and telling me it's rubbish, I want to go out and make it better for you and it would become my job not. Mine just me, but our job. As representatives at the moment, there's nothing. We can do. Other than you know, there's



something going wrong when you've got public service that is in private hands. It's failing. We can't afford for it to fail. So we're subsidising it and doing things with your money that we don't like and we don't want to do. But we don't really have a choice because the alternative is not. And I was speaking, you know, I spoke. I was speaking to this woman. She lives in Bourne and she works in Cambridge, and she takes the number. Now I get confused. It's 11 or the 12. One of them that comes into Cambridge. And we've saved that bus, but it's now a lot less frequent than it was. And she's single. She's got young kids, she works in the supermarket at Tesco. And she's like, if that goes, I go, you know, that's my job. And I, you know, she did. She doesn't know how she's going. And so that that's the kind of people that you know, when you when you talk to them about what you're trying to do. You know what does it mean? What do our plans mean for the people of this club? What do they mean for the people? To do those kinds of jobs because actually you want them in your supermarkets because you need them just in the same way that you need this club, you need everything to survive. So we want.

Speaker 7

She's got a choice to buy a car.

Speaker 4

Maybe should maybe shouldn't.

Speaker 7

As simple as that. She wants to live in a village where there's no bus services do what the rest of us do. Buy a car.

Speaker 4

Maybe she doesn't.

Speaker 7

So she can't afford it. The most efficient, inefficient way of transporting people is on these subsidised empty buses, but this is not. We're here to discuss. We're here to discuss our bowls club and how it's gone and failed to survive.

Speaker 1

I think I. Think. Yeah, if we could just go back a step. For us as a club, wherever the bus stops are, it's not an option because our Members are mainly pensioners. They are not going to be able to carry heavy bowls to get to a bowls club, so if we've got to rely on buses and they've all got to pay the money, this club shuts simple. So if we we're looking for probably as answers of. What happens to clubs like us? Themselves, because obviously we need to do something now to make our point heard. Is there another solution? Are there exemptions for clubs that could come in that the members of the clubs could have an exemption whereas they don't have to pay the charge because otherwise buses are not the answer you cannot get. Our Members here on buses, wherever the bus stops are. They're too old, you know? And 1100 people have suddenly lost something that they love. This this place closes, so there has to be a solution for us and other sporting clubs, I would guess not just us. I'm just being greedy and talking about us tonight. You know, there has to be another solution other than buses, so I presume you guys are looking at.

Speaker 4

No, no, it's absolutely.

Speaker 1

What would be the outcome if this comes in? How could we do it? I mean, as an example, why 7 until 7 Cambridge is congested in the mornings and it is congested? In the evenings, but I sail through Cambridge during the day. So why does it have to be 7 till 7? Why can't it be during rush hours and then as a club we can adapt our times of our sessions so that our Members can still drive in, but we don't have them in in rush hours. You know that gives us a solution, but if you're going to, I keep referring to you. Sorry, I.

Speaker 4

No, no, that's fine. I'd of course. Of course, that's absolutely fine.

Speaker 1

Don't mean you. If if the GCP are gonna bring it in at 7 till seven, we don't have any solution you know. So I think for us it's. The what works for us is the timings aren't 7, two or seven, or the exemptions available for members of such clubs.

Speaker 4

Now both of those things are possibilities, and they absolutely of course they are. Of course they are and. As I was saying earlier, some of the things that sort of contributed to the package that we got on the table and we had to have a package on the. Table because this is how these things work. We had in fact this is consultation on. I think I counted them, it depends. But about five about transporting Cambridge and they've been getting from the more general, the more in principles or pie in the sky. You know, what would your ideal world look like to you? To progressively more towards you know if there was something like this, if there was something like this a bit more detail. And so we've come to a final scheme. Because that's the way it goes. It doesn't mean that the final scheme is that and it's that or the highway. Of course it doesn't because you know, why would you bother gathering information if? You can't do anything in response. The hours and the timings is essentially a balance that we have to strike between when there's actual congestion in Cambridge. And when all this public transport is needed, because we have to provide for as, as you know, as I've said, everybody, not just places like this, we have to provide for commuters, we have to provide for places like the hospital who are very worried, as you can imagine and perhaps not in the way a lot of people think, because if you talk to the hospital management, I mean, they're running a vacancy rate of about. 40% people aren't taking those jobs. They aren't coming here and being nurses and doctors because they can't get to Adam Brooks. It really is quite difficult. To Edinburgh.

Speaker 7

Time with all businesses in.

Speaker 4

Cambridge well, exactly. So you know, that is one of the problems that we have to solve. So we have to, we want to get people here to you. Of course we do. And we also want to get people to Adam Brooks so. We're trying to get, we're trying to find an answer that works as best as we possibly can for everybody. So one of the things that we have definitely been looking at is whether or not you would want exemptions based on you talked about charitable status. You can you, you can look at schemes that serve charities. Of course. Of course you can't. Sorry. Sorry, asthma. I can do. This so

we are looking at things that could serve charities because we've heard quite a lot about. People you know, people who help charities that use charity vehicles, they use it to drive things around and things like that. And you could. It's something we've definitely heard. Alongside, you know, sole traders and all these people who would like. They would like support and being able to transition perhaps to. A solution that works for them, so that's definitely on the table. Definitely something that we can look at. We can also look at the different hours. Of course we can and the the balance that we will have to strike is, you know, do you? With a with a scheme that serves specific parts of the day. What does the provision look like? You know, for us to be. Able to get these people into Cambridge because actually quite a lot of them don't really have a choice about whether they drive or not. Some of them do. Because that's the only thing that they. Can do some of them. You know this lady that I was talking to you about? She's on social housing. She didn't get much of her. Choice as. To where she lived.

Speaker 7

Getting a job in the village.

Speaker 4

She lives in uh. Maybe there isn't one. Maybe there isn't one, but you know, we have to. We have to treat.

Speaker 7

Test cost. Sorry, but there's nothing to do with. It's just ridiculous where you come up with.

Speaker 4

But you do see the problem.

Speaker 7

Worse, the most inefficient way of running a bus service in Cambridgeshire is to run regular buses that are funded by public funding and not utilise standing drummer St.

Speaker 4

No, that's fine. But I I could totally get that.

Speaker 7

Watch how many empty buses pour into our city every day. We've got stupid mayor spending millions of our pounds. On empty buses. It's pointless. This doesn't help our club trying to find us all of £12150 a year to work, live and work in the city just because we're using cars as scammers.

Speaker 4

Well, of course I.

Speaker 7

I cannot provide a bus service in Cambridge because the County Council had willfully blocked all our roads and forced us onto our very few distributor roads. I worked for them for 15 years. I've lived in the city for 45 years. I worked alongside these saboteurs. Go round Cambridge. Anytime. You've got time. Find out how many roads have been. We're all forced onto 3 distributor roads, 3 distributor roads for the whole of Cambridge. Floating bus stops. Buses can't get past floating bus stops. I can't

get can't get past floating bus stops. No cars get past floating bus stop. Cambridge grinds to a halt. We haven't got a congestion problem. We've got a County Council.

Speaker 2

Can I can I? Just ask you something that you said, then did you work for the County Council? Is that what you're saying? And were you told to?

Speaker 1

That's right.

Speaker 7

I did not work for the highways. I worked alongside these people. I was responsible.

Speaker 2

Because that's quite a thing.

Speaker 7

For all the new house in. The sense if you come down, I live in Mill Rd. We've got a meeting next week. To close Mill Rd, we haven't got any side roads. There used to be dozens of side roads. I could go down to go onto Coldhams Lane to go onto Cherrick Rd.

Speaker 4

Oh yes.

Speaker 7

All been closed by the County Council. We've got two roads left in Cambridge where I can turn left and get to Cherrington Road. Or I can get to the station. No other choice. 5000 people have got cars on Mill Rd. On the side of Mill Rd. We're all locked to use Mill Road and now you are proposing. Go round the whole of Cambridge. It's exactly the same.

Speaker 5

Avoiding the road works.

Speaker 7

Yeah. Meanwhile, if you live outside the city, you can drive straight into a town centre, park for free. No, no restrictions.

Speaker 2

There are a lot.

Speaker

Of yeah.

Speaker 4

I know.

Speaker 7

We're being asked. We've got a catering system. They're gonna come in every day with a van 2 1/2 grand. The bulb shops just open. 2 1/2 grand HGV comes to deliver our stuff on a daily basis. 12 and a half £1000 per. We've already heard that John Lewis of pulling out cutlets down my. Road are pulling out.

Speaker 2

Can I? John Lewis aren't pulling out because of congestion charge. No, they're not.

Speaker 7

Yes, they are. They've already said that.

Speaker 2

No, that I don't. I really don't believe that they are doing that. OK. So let's can we double cheque some of those things? The same as cut, like something cut.

Speaker 7

Wait and see.

Speaker 2

Let's already have a a plan in with the Council, with City Council for the flats. Don't know that we're already made, so I think.

Speaker 7

Why have they decided to pull out because of lack of people?

Speaker 2

But, but there's not a congestion charge, is there?

Speaker

At the moment.

Speaker 7

Not yet, no, but it's the it's the policy of the Council to make it more and more difficult.

Speaker 2

So if there's a lack. Of people we're trying.

Speaker 7

To get in.

Speaker 2

To do you. Know, I mean, I think I think the. We want ultimately the same sort of things, don't we? Do you know, I mean, I love Cambridge. I live in the middle of Cambridge. I I've put myself forward to work as a councillor for communities. I'm a community worker, you know we we stand because yeah, we want to, you know, we want to be involved in our communities and we want to help.

Speaker 7

That's fine, I accept that.

Speaker 2

I totally understand that people's frustrations. I really understand people's worries, but but I I really hope you know, it's great that we're here and and can hear this. It's great that we're hearing can hear this, you know, but. Just just a bit about the the roads is as a councillor. It's taken me so long to get a water, butter, a library I really don't think that the Council, a water \*\*\*\*, AA library. No, no, that mean that it just says not the Council aren't.

Speaker 4

Yeah, Junie, Bonnie, even. And it's and the whole thing. I mean, we're just, we're a bunch of people trying to do with best as we can.

Speaker 2

Trying to sabotage the roads.

Speaker 4

I mean, Milton Rd is in my division. I'm getting, you know, I had. I stood for the first time in 2017. Milton Rd was ten years in the making at that point already. And there were potholes all over the place. And I kept, you know, getting well. When are you going to fix and when are you going to fix them? And the County Council at the time when I got elected, when I wasn't in administration or anything like that, I was just sitting there in a position and sort of shaking my. Fist and going. I want my potholes filled. And they came and they filled them. They lasted six months and then they were back again because it's at some point when the when the the problems are as historical as they are on a plane, on a place like Middleton Rd, which was, you know, built in the 30s and didn't, you know, nothing was built for the kind of traffic it gets. When it's so structural, there's nothing you can do to fill it. It needs resurfacing completely. It needs the bottom taking out and redoing, which is what we're doing. And therefore finally we're doing, I consider it a success despite the fact that the next two years are going to be fun in the sense that.

Speaker 7

That's not the reason they're redoing it. They're redoing it to put the cycle lane in for half a dozen cyclists they're putting.

Speaker 4

Well, they're doing that as well, but you know.

Speaker 7

Bus stops the barrier, the traffic coming down it and they're pushing all the traffic from dual carriageway on the single lane.

Speaker 4

Because the the reason? Well, the main reason. Actually, I would like well. The main thing that we said and it was actually quite funny because we got. I thought I told this to the the people that kept who can't remember. I think a few of you must have come across Neil McKay. You know, he's been doing quite a lot of campaigning on this issue. I was in a meeting with him the other day and he told me exactly that. He was like, oh, you're doing Milton Rd just for the cyclists, you know, et cetera and

so forth. And I told him, actually, I don't know how many of these people. But in the meeting where we voted to actually go and start digging on Milton Rd, that was about a year ago. The one lobby group that came up and spoke at the board at the GCP board in opposition to US proceeding was camp cycle. They came up and they said no, you're doing the bidding of the private bus companies. We want the cycle lanes. We don't want the bus lane. And I told them. That we do respect that wasn't gonna. Well, I told them we do respect that. My main reason for wanting that job done is that the bus lane is going to connect all the way up to the Huntington Busway. So these buses are gonna be able to come in on to Milton Rd with.

Speaker 7

Minor commuter.

Speaker 4

Interfering with the junction that itself is going to be quite good, you know well, but I don't know. We can go back to the, we can go back to the Bulls club.

Speaker 9

With respect was, but to do their boss there.

Speaker

Thank you.

Speaker 4

I mean, the main takeaways I've got until now are that we could work something out potentially for you around exemptions for charitable institutions or around different timings of the day.

Speaker 1

Can I?

Speaker 4

Now this could there's both of these things are on the table and we are quite happy to take that back as something that you guys have told us because that's the point of us doing the exercise that we. Done. I am going to assume that quite a lot of you have filled in our consultation when it was open.

Speaker 1

Yes. Yeah, we sent. We sent one.

Speaker 4

We are going through that. We are going through that, you know, meant to get a response. I mean there will be a response in due course, but we have been told we have been told quite clearly that people wanted other.

Speaker 1

On behalf, right? Never got a response. Yeah, I don't know if that's the case, but, but yeah.

Speaker 4

Independent people to assess the results. So that's what's happening. No, neither the GCP nor the County Council are doing the data analysis on the consultation with other people, so we're waiting.

Speaker 1

Ultimately, ultimately, then, who makes the decision? I know we're in consultation at the moment, so let's get to June or whenever and a decision has to be made. Who makes that decision?

Speaker 4

For that, but yeah. Ultimately, the County Council.

Speaker 1

OK.

Speaker 4

So this will come, there will be a few stages of public debate on anything that comes out of this. We might have a scheme we might not. We don't know yet. It needs. Well, it needs to fulfil a number of things based on some of. The data that we've heard. UM. It will first come to the GCP. The GCP aren't a decision making body, but they you know they've been set up. To come up with things like these, yeah.

Speaker 10

Excuse me. Can I set them up?

Speaker 4

The government, yes. So it was the coalition government. In 2014, they decided.

Speaker 1

Was it just here just in Cambridge?

Speaker 4

So this was I mean, so this was a city deal, that's what the framework is called.

Speaker 10

We I I mean, do we as voters vote on something like this? Because surely in this country we should be allowed to vote on things like this?

Speaker 4

Your council. I just did and I wasn't. I wasn't one of them. At the time, but yes.

Speaker 7

No, we don't get any votes on it. The board is privately appointed by the City Council in cahoots with the County Council in cahoots with saying we have no input into the greater Cambridgeshire Partnership.

Speaker 4

That's not true, but that's fine. That's not true. That's not technically true.



Speaker 10

How many? How? Many people would it take for the whole of Cambridge to vote against this, to stop it? Or, you know, we're looking at maybe 50% of the the Cambridge population to stop it or is it just? A done deal.

Speaker 4

It's not a done deal. I totally explained that before we are. We are still listening so. This will come to the GCP purely for debating purposes. I mean it will the assembly and the board will discuss this and debate it publicly and there will be questions and things like that and they will eventually decide whether or not they recommend it to the County Council to vote for. If a decision is made by the GCP board to recommend to the county, the county, the county will decide. When it takes it and it will be debated at full council and decided on or not.

Speaker 5

So the city don't have any input at. All so the.

Speaker 4

Well, the city will, through the GCP board because they have an appointee on it. So Will South camps.

Speaker 5

But it's so obvious for so many. People against it.

Speaker 4

Well, there are. There are many thousands of people against it, but that's always the case with these things.

Speaker 10

How many people are for it?

Speaker 4

Well, we don't know that do. We and you know.

Speaker 10

Do you not vote?

Speaker 1

On that, is there not a referendum out there that would that would take place that actually makes a decision? You know it's if if.

Speaker 4

But then again is that is that what we want? I mean, do we actually want, do we actually want a yes, no question or something like this?

Speaker 10

Yeah, we don't, absolutely. Yes, I I want to live in a country where I get some say in it. That's what I want.

Speaker 5

It does seem a bit. Democratic, doesn't it?

Speaker 4

I mean, how many?

Speaker 10

White families, we're a small town.

Speaker 4

How many Council policies go to referendum, I mean?

Speaker 1

Well, this is quite a big decision, is it? This is this. This is massive.

Speaker 2

I mean, we had all our, we had all our Sure Start children's centres that were shut, you know, and that didn't. Nobody had a, you know, that was done with that.

Speaker 8

We're talking about.

Speaker 4

Yeah. Shot. Yeah.

Speaker 2

Saying that's a that's.

Speaker 1

But this is an impact, isn't it? On everything really in Cambridge this as it's local businesses us you know it's.

Speaker

A huge thing.

Speaker 4

Quite a lot of the stuff we do has impacts.

Speaker 1

It's every.

Speaker 5

Like us, that will.

Speaker 6

Go under. There's a lot of Cambridge will not be. Cambridge, I grew up in.

Speaker 1

I still don't understand this and nobody's really explained to me the seven until seven. There is no congestion in Cambridge after 9:30. Ten o'clock in the morning and three. So why are we charging from 7 until seven? Why are we not charging from 7 until nine 4:30 or five until 6:30? Why are we charging all day? For everybody when there is no congestion at that point in time, I admit there is congestion in Russia. There is in every city, not just.

Speaker 4

Well, yeah, of course. Well, of course.

Speaker 1

Cambridge, but we're not in Russia. All day, the congestion at the moment is around the road. Works that are taking place, you know, but there is no congestion.

Speaker 4

They will go and more will come, you know.

Speaker 1

Yeah, there is. So why, why and who come up with seven until seven? That just doesn't seem. It's not a congestion charge. If it's seven till 7 cause we're not.

Speaker 4

Congested then? Well, no, but you know.

Speaker 1

It's a tax more than a congestion charge.

Speaker 4

Well, it's not a tax. We're not in America, but you know, but well, maybe they've got a lot more space, don't they? But you know.

Speaker 1

Well, it feels like.

Speaker 10

We'll go there.

Speaker 5

We live off Victoria Rd. She also lives. In Romsey she has challenges in life.

Speaker 4

Of course.

Speaker 5

So we have to go and see her quite a bit. So we got paid. £5 every time.

Speaker 4

No, of course, absolutely. But it should. Well, no, of course there's no farbar the same at the same time. Is it fair for somebody who lives in Victoria Road and has to visit Romsey to have no other option but to draw? I mean, that's not really a very long distance.

Speaker 7

If you have other options.

Speaker 8

Well, I could.

Speaker 6

We could walk.

Speaker 5

Down to Mitcham's and wait endlessly for a #2, I suppose.

Speaker 4

Well, exactly. But couldn't you perhaps wait three to five minutes? Wouldn't that be nice? Yeah. Wouldn't that be nice? You know, I I. There you go. And you know, I I it breaks my heart. It really really does, because you know, a lot of this is like, oh, but this is, you know, you're in cuckoo and it never is never going to happen. And you know, I happened to happen.

Speaker 10

And you believe it will?

Speaker 4

I believe it can happen. I also know in fact that this is because of the regulations around congestion charging and things like that that you wouldn't be able to charge if it didn't happen because you know there's money. If we were actually, if we were doing something like this, the money would be absolutely, necessarily ring fenced just for investment in transport. You can't use it for anything else.

Speaker 7

Yeah, but that's where.

Speaker 4

Which which basically.

Speaker 7

It's broad, isn't. It is a very small part of Cambridgeshire. You're expecting the people at Cambridge to subsidise the bus service county wide and you can't deny it, cause that is exactly what you said at the meetings and it's exactly what the mayor said. You want the citizens of.

Speaker 4

It is, but it's economically massive. Yes, it's economically massive.

Speaker 7

That come into Cambridge or live in Cambridge to pay for your world class bus service so that people in Huntingdon, Ramsey, Wisbech can get a free bus service or a cheap bus. Service. It is scandalous. Put the rates up by.

Speaker 4

So that they can come here so that they can come here and feel.

Speaker 10

Five. Anything for them to come here for.

Speaker 4

That I come. No, but as I said in terms of.

Speaker 7

Fill the false club you. Will kill Cambridge stone dead. You'll get no money for parking for congestion charging because there's nobody, nobody moving. Simple as that. It's a pretty obvious and it's a fairly basic your GCP read any of your brochures, cycling, walking and public transport ignore delivering lorries, ignore cars, ignore everybody else. Every one of your projects states that on what the front of the page it's for cycling. Infrastructure, pedestrians, people. If you've ever seen an improvement on the footpath and buses. You can't ignore traffic. You have to be able to put it somewhere in Cambridge does not have sufficient roads with all the side roads blocked off to deal with the volume of traffic. And it's not just commuters, it's just people going about their daily business delivery drivers. How many people get Sainsbury's? Live to their house. How many people get all these parcels now? They're hundreds of parcel delivery companies, people that vote for these things are the new newbies that have moved into the city and professional people that work from home all the time. Park on their residential. Street but 30 PA day. They're the ones that vote for keeping the traffic out. They don't take any account for all these people have to travel in every day. A lot of them, as you say, live in the. Villages. A lot of them are low paid workers.

Speaker 4

Yeah. And they do. And they need to get and they need to get here because they're keeping our city moving and that's.

Speaker 7

You haven't even taken into account you send out these factless brochures with utopian ideas where they haven't got total chance of any of it working, and it gets you wonder why people get angry. I accept your councillors. I feel very sorry, but you get a lot of people having to go at you but you. These things that you bring forward have just not even been. Looked at, we're in a modern world. I can get hold of a transport company who will give me a modelled situation for every task that County Council does.

Speaker 4

We are, yes.

Speaker 7

So if you want to see what happens with floating bus stops, you can do a traffic count. You can put the floating bus stops in and. It will show you. A backlog that builds up at anytime, none of that's done by the greater Cambridgeshire Partnership.

Speaker 4

Well, no, they got consultants, but everybody does, you know.

Speaker 7

They've got consultants, but they do not produce that sort of fat.

Speaker 4

No, but they do. That's that is actually where the 77 thing came from, because it was how you.

Speaker 3

And pop up for blood quality.

Speaker 4

Because basically one of the things we've seen and I went to my first GCP meeting as it were in 2017, I didn't know who they were at the time I was. I was relatively new. Well, people Milton Rd did actually they were, you know, my first ever hostings was for the Milton Rd Residents Association. They wanted to know all about this new project that was going to come in. And I, you know, I had to do a lot of learning in a very fast time, but the first time I went from, I think it was June 2017 and they were talking to us about these bus ways that they've got coming in, which are separate projects that are not necessarily dependent on this and. Some of the things that they were showing us was that commuter traffic is getting so heavy that peak time is broadening. So it used to be, perhaps I don't know, maybe it used to be 7:30 till nine. I mean, it's now most of seven till 10, it's peak is peak time and one of the things that actually and this is where you know I've had to take advice.

Speaker 1

Not 7 till 7, not 7 till 79.

Speaker 4

Actually, because I'm not a traffic expert, I'm not. But you know, the modelling actually does show that in order to catch both peaks, you actually, I mean, you could and we could look at it. It's absolutely not. Out of the question at all, but in order to catch both peaks you are getting you are. You are not. It's not so discreet that you can just say, you know well between 10:00 and 4:00. We don't need to worry about it. And maybe it is the case that we might be able to do enough of what we want to do with less hours. It's entirely possible, and it's something I'm very keen. To look at. Because I actually want to make as many people as happy as I can. Of course I do. It will depend on how much we can get out of this, because even one pound one day a year is something that you have to do for a reason. You know, I mean, I'd be getting pretty much exactly the same. I suspect level of, you know, opposition, whichever. Because the principle is not something that people like and I completely understand that I totally totally do. But I'm afraid we do have a homework problem here. We've got growth that we need to manage, and actually, you know, it would be quite, which is

why I actually want to continue this conversation with as many of your Members as possible in an organised way. Just to hear exactly how they're coping, which. Which journeys into here they find best. Are they equally as happy to? Come up, hang. I've got the things here.

Speaker 1

Sometimes, yeah.

Speaker 4

Are they equally as happy to come at 9:45 AM and it's all perfectly fine? Or 6:00 PM. I mean, the people who came here for the 6:00 PM slot. I mean, did they? Did any of them do any of them? Ever arrive late because they get caught because they get caught?

Speaker 1

Very rarely, no. Very rarely. It did. It did two weeks ago when the Elizabeth Bridge was shut. We got huge issue, but.

Speaker 4

Yeah, well, that was.

Speaker 1

But other than that, no.

Speaker 4

Once again, the County Council did that. I mean, a pipe burst. I mean, I'm sorry. There are some things. There's nothing. We can do but.

Speaker 10

When the pipe burst.

Speaker 1

Done. Yeah, yeah. But that's the only reason.

Speaker 10

The East Rd.

Speaker 1

They're like, yeah.

Speaker 10

You've you've closed three lanes down to. One lane.

Speaker 4

Well, it was only one. It was only one lane. But the the again, the bollards were a planning requirements.

Speaker 10

Yeah, very good idea, right? Because in congestion.

Speaker 4

They are. They were actually, because they were actually the ballots were planning requirement for graft and development on the other side of the, you know, there are things that you know because we are here with the. Face of this, but not every decision that you refer to has been made.

Speaker 10

And then you'd have to. Take all of them out at certain distances so that people can get out of the way of. Fire engines trying. To get fired.

Speaker 4

So they did. They did.

Speaker 10

Yeah, it's like, does anybody think, I mean, you're saying that people have been paid a lot of money to come up with these ideas.

Speaker 4

Well, they have, yeah.

Speaker 10

They're not really thinking about it.

Speaker 4

Much are they? Well, I think they are. But you know, but as they.

Speaker 5

Back to the games people rarely. Turn up late.

Speaker 4

No, and that's and that's so it and it's. So basically one of the things I would really like to understand is you know, in terms of your loads, so are they you know? Are they all equally as easy to access for people and are they? I mean, what I'm trying to get at is that, you know, if you're arriving here at three in the afternoon, perhaps it's complete desert. I don't know, because actually, you know, I find. We can talk about my experience with roads in Cambridge until the cows come home, but the point is that, you know, if I had to drive here from somewhere other than very, very close for 6:00 PM, there are some roads that I would find really. Difficult to pass.

Speaker 10

I come past your house every time I come here. You see? Yeah, I come down to Settis Rd. I come from Cottenham. It takes me 20 minutes from Cottenham and and I don't very rarely get held up at.

Speaker 4

Yeah, I'm sure where you come. Oh, yeah. There you go. There you go.

Speaker 10



Well, only when there are some Rd works and they put special lights in for it. So I don't see how you're gonna make that any quicker for me. I can't. The only way you can make quicker is I speed. Because I'm doing the normal speed limit and I come through, the lights are OK, everything works OK, so I don't know where you're getting your congestion from. I can. See for instance you get all all the, all the women that take their children to school in the mornings. They cause a lot of the.

Speaker 6

OK.

Speaker 10

Congestion. You go in the school holidays, everybody sells.

Speaker 4

Oh, I know that's a total. That's a total. That's completely. That's completely true.

Speaker 10

You know. Move the schools out of Cambridge.

Speaker 4

Yeah, we can't really.

Speaker

Do that.

Speaker 2

We know we. Yeah. I thought we built.

Speaker 4

But also you know when you go and talk to schools like we have, I mean this is another thing that schools are very, very keen on. I mean they all want a school St so that means they all want. An area on the streets the school is on that people can't drive to because you know there's pylon. There's the jungle, you know, all of these kinds of things. So you have that pressure coming from different directions and you know, I. Get on the famed #1 to go down to Cherry Hinton quite a lot and it takes me well. Last time, what was it I got on at 3:00 PM? I was in Cherry Hinton by 5:30, so that's convenient.

Speaker 10

From from Cottonham to to and Cottonham to Cambridge on the Cottenham bus, it takes an hour, takes me 20 minutes to drive it.

Speaker 4

Yeah, exactly. I love.

Speaker 10

How you know? I mean, that's two hours of your day gone for.

Speaker 4

I know, I know.

Speaker 5

Something that's and that service has been reduced that use because we we it comes down Histon Rd when we first moved to our little House 40 years ago the bus service. Was every 10 minutes. Then it went to 20 minutes, then half an hour. That's once an hour.

Speaker 4

I know.

Speaker 10

You're going to get these drivers.

Speaker 5

And then it gets cancelled.

Speaker 4

Well, that's no that. Well, that is the problem, because the more that kind of.

Speaker 5

We'll never get to the Bowls Club. It would.

Speaker 4

Cause the more that kind of stuff happens, the more everybody suffers, including yourself, including everybody. You know, it's it's the architecture's not there anymore.

Speaker

Be a nightmare.

Speaker 7

I asked the question then did you?

Speaker 4

And yeah, of course.

Speaker 7

Who counts the number of people using the buses? It's too quick at the moment, so you would think that people be flooding on it. Do you actually count the people, the buses? No. One does. Unbelievable. So you're going to run thousands of buses and you don't even know how many people are getting on the existing ones? If it's only it's only two pound. We're talking about now. But if you live out the city and want to get in a bus, let's take park and ride. You have to do a guided tour. You may as well on the. Open top it's. In the open top bus that goes around the city. That's the park and ride. That's it takes so long. It goes into the hospital. It goes around there and it ends up, and it plops you down in the centre.

Speaker 4

Yeah, I'm sure they are. Yeah, yeah.

Speaker 7

Then most people don't work in a separate town. They wanna get out out from there. A second bus is another half an hour. Talking 2 hours on each working person's journey to run a bus. You know it doesn't work.

Speaker 4

No, they don't. Yeah, of course.

Speaker 7

The biggest problem on the ring rose and.

Speaker 3

So can I get back to the post?

Speaker 7

I've said before.

Speaker 4

Is. Yeah, of course. Yeah.

Speaker 3

So I mean. I haven't heard you contradict that the Bowls Club will just fold if this five.

Speaker 4

I can't contradict it. I don't know. I I'm. I'm here listening to what you're telling me.

Speaker 3

Pound no it it, it will and it. Yeah. And obviously you've got your what you see as a bigger problem and an issue. If that happens, we will just be collateral damage. I mean that seems because there is, there is no real you.

Speaker 4

But that's not that's not the way to. Look at it. No.

Speaker 3

You're. You're saying we could get? You know, you're saying we will be collateral damage along with probably every other leisure facility in in the area, but. You've said about, oh, we could look at charitable status. If you've given it any thought about that sort of thing, you know it can't work because we will have 200,000 members within a month. Everybody will join, so you know you can't do that. You should know you can't do that. So.

Speaker 6

Yeah, yeah.

Speaker 4

Well, that's not how it would work, but we are not at that stage yet.

Speaker

Well, however, however it.

Speaker 3

Would work if you you know anything, any concession to a Member for this polls club. Or any other club. We we would have so many Members we wouldn't be able to account for so. You just can't do that, so you don't really have any suggestion. It does sound like. We wanna go ahead. You will be collateral damage if it happens. I I can't is is there? Is there any alternative to that? No. I mean is is there any alternative to that to that scenario?

Speaker 4

There just isn't anything else that I can say to just say we're not. Alternative to what?

Speaker 3

It comes in, we we go under, I mean it's.

Speaker 1

As a group.

Speaker 3

And the and the solutions you're not suggesting, but you know wandering about there will not work. You must know they won't work. So you know.

Speaker 4

Well, we don't know that they won't work in the sense that that that isn't the solution that I said. But you know there are.

Speaker 3

You do because if you give our Members free member through safe for five. Well, you said now the solution, if we have we're a charity but you can't stop our Members having the £5. So there is no solution that around that.

Speaker 4

No, of course, of course. You are.

Speaker 3

You know you can't give us 10% rebate off of something because we're a charity and think that will make it. There is no solution. I mean, we will go on now. You haven't come up. It doesn't seem you have any alternative ideas that would keep U.S. Open. That's all I'm looking for. I mean, all the other stuff is all. Yeah. You know, I'm not really interested. How could we possibly say, do you have any idea? A tool that would help us stay open if this came in. That's. That's all I'm asking.

Speaker 4

For yeah, no, of course I don't get that. And at the moment, I can't. I can't give you a specific answer that will be perfect for you at this moment in time, because what I'm hearing is that you just don't want this and I I get that. I completely completely do.

Speaker 3

Well, actually I like good buses and free means everybody would.

Speaker 4

Well, there you go. Well, there you go. Well, exactly.

Speaker 3

Well, I don't bowls club and every other leisure.

Speaker 4

But you know, and I I am trying very hard not to tell people that I know the things that they do better than they do.

Speaker

Behind this area.

Speaker 4

You know, I mean, I'm not here to tell you what I think about. Your club, because I, you know, I'm. I'm. I'm just here to learn about you want to tell me about your club? But you know, I would like to give a lot more thought to the fact that, you know, if this comes in, you'll be going under because actually because actually, you know.

Speaker 10

Thank you. Thanks.

Speaker 7

We would have preferred that the greater camshare partnership had put some thought into the thing before they started throwing out. They'd rub it.

Speaker 4

We put we they put everyone's been, you know, they've been thinking about transport in the region for well even even before.

Speaker 8

Trying to look for what people.

Speaker 4

People. Well, that's exactly who we're trying to get about. We are trying to get people to move.

Speaker 7

So your horse, your designer, when you do transport, design you. Find out what the existing things like you take. You get the existing thing you work with the existing thing and you transform it into

what you want. You don't go. This is what we're gonna do. We're gonna give everybody a free bus. We're all gonna come flying in the city on these wonderful wing buses. They're gonna just a ride wherever we want, whenever we wanna go. That's where you are.

Speaker 4

I haven't seen any mention of wings anywhere.

Speaker 1

Just can I?

Speaker 4

In now I'll be there. But unless I missed something, you know that's fine.

Speaker 1

Just rein it back in a second. Sorry. So surely as a group, the GCP you've you've met many times you've sat and you've discussed the proposal, what you're planning to do.

Speaker 4

Yeah, of course.

Speaker 1

You must have as a group, also discussed leisure centres, leisure places in Cambridge how it would work for them. Surely you've not just disregarded that and thought we'll deal with that at the time. Have you not as a group discussed and said?

Speaker 4

No, no, of course.

Speaker 1

Well, look, there's the Bowles club here. There's this here. There's this here. There's a sports centre. There's they're everywhere. Cinemas. Have you not thought of the group? There's a solution we can do to help these people out, because at the moment to us, I think sitting around here, it feels like. OK, we're going to go ahead with it. If we can understand that, but then we'll deal with it at a later stage. It doesn't feel like at the. Moment which? You know, going down the road, if you're going to try and bring it in in June, I would have thought by now you'd have had a discussion as a group and said, well, there are a lot of people are going to suffer with this and there are solutions, but at the moment it doesn't appear like you've had that discussion.

Speaker 4

Yeah. No, but quite a lot, quite a lot of this stuff is happening and has been happening it.

Speaker 1

So can you give us an answer then as to what what?

Speaker 4

Is happening but. But we haven't got, but we haven't. We haven't got the final answer yet, no.

Speaker 1

Discussion we've had. No, I'm not talking a fine line, Sir. I understand you haven't got a fine answer, but have you got have you had a discussion around clubs and societies and how they would?

Speaker 4

Yeah, no.

Speaker 1

Cope with it. I know you haven't got a final answer. There's not a final decision been made, but at the moment, if you're putting a proposal forward, surely you've looked at the positives, the negatives, and you've had a discussion. You can't just put a proposal forward and say, right, we're gonna go this route. Don't worry about that lot until it.

Speaker 4

No, we've never. There's absolutely not been any sort of. We're not gonna worry about that lot or anything like that.

Speaker 1

Actually happens so. Well, then what? What is the? What is the discussion?

Speaker 4

But we have the discussion around places like this has been mostly about accessibility and how to.

Speaker 1

Around the groups.

Speaker 4

Get people here. And you know, one of the things that we're out and and one of the things that we actually haven't had an opportunity to discuss yet is because to be completely fair, we haven't had quite as much engagement in any of the previous things that we've done this is. The first time that so many of these places have engaged as much as they have, and that's just the way it works. You know, there doesn't seem to be. You know, people will start with all you know due respect and everything people do tend to start paying attention when it starts getting practical. You know, when it starts looking like stuff is happening, you know, but. What we have discussed is we need to we've gone out with a question, you know, would something like this make your place? Potentially more accessible. And if the answer is a categorical no, then we're going to have to find. But an answer to that and a way around it.

Speaker 5

So do you go back to the GCP now and tell them what's happened tonight? You will tell them you're concerned, which you are concerned, aren't you?

Speaker 4

Of course, of course, yes. Of course I will. I've been doing that for a while. Of course, of course, and I will, you know.

Speaker 5

You and if you can show them this.

Speaker 2

I think this is a great I. Think this is great? Yeah.

Speaker 4

Yeah, no, this is very good. And actually if you've done, if you've done a corporate response to the thing, it is being looked at.

Speaker 5

That's Kevin. Yeah.

Speaker 2

Really, really good.

Speaker 4

I haven't seen it yet. We have been asked to stay away from it, so we are, but it will come to us eventually and. I would actually like, as I said, you know what? I will go. What? What? I will go back and tell the GCP is that I would like to understand how much of this is replicated throughout other conversations that they've been having because I can't be everywhere I've tried but. To be everywhere. It's quite difficult, but you know, how does this replicate across the board? How does this fit with some of the stuff we know? How does it contradict some of the stuff we know? And are there any answers that we've got? Can you help us develop those answers? And this is what I'm just going to go. Ahead and do. It's iterative. I guess the word is and. It does require you know the old cost benefit analysis because you know obviously. You don't have to have a scheme. We don't have to do any of this. You know, we we you can. If you want, you can if you want and.

Speaker 9

But with the thinks it's best you've just. Had two solutions put to you.

Speaker 4

Such as.

Speaker 9

Altering the times coming in and. Out and then.

Speaker 4

Yeah. And I've heard this and both of these things have been in and so you you asked what these questions have you been having exactly this, what time is it?

Speaker 2

But both of those things are in discussion. Yeah, yeah, yeah.

Speaker 4

It's 7:15. When I came here at I think it was exactly an hour ago from now that you mentioned this very early on. And I said both of these things are on the table and I said it because they've been on



the table already. It's not because I've heard them today that I'm surprised. Knew that we've heard that and we're talking about it. And the question is the question is actually, you know?

Speaker 7

And I'll add something to it.

Speaker 4

If we scale it back according to some of these things that you guys have told us, which we could do absolutely could do, and I'm trying really very hard not to say what my personal preference would be. First of all, because it's dangerous and second of all, because it evolves and third of all, because it's not up to me, it's never been up to me. See, now I've lost my train of thought, but a lot of these things, if we decide to go down some of those routes and it it's actually entirely possible that we might want to look at both of those things and try and find a sweet spot that serves both of those things and potentially something else that you haven't thought of or we haven't heard tonight, but might help you. Which is why you know, we should continue talking after today. What cost does that have for the kind of money that we have to pay if we want these wonderful buses that nobody believes are going to come because, you know, at the moment if for your £2.00 you spend 2 1/2 hours on the city one, then I'm not surprised people don't do it. I'm really not, you know.

Speaker 9

For example, I live in Bar Hill. We used to have a bus every 20 minutes directly into Cambridge nearly two, and they go all round.

Speaker 5

Exactly. Exactly. Yeah, exactly.

Speaker 2

That's what we need. That's.

Speaker 4

Exactly. We need that plan and we need that and and a bus plan for a region like ours isn't gonna be, you know, I'm. Not 100% satisfied with what we've got at the moment, but it's an ongoing draught which I've been inputting very much into the areas I know because I've been going around them and I know what I would like to do. I've been trying to get people to tell me about the areas I don't. Visit in terms of, you know, Bar Hill. Cotton and all those places. That kind of service. As a cost, so we have to choose, you know, do we finance it all in the way that we would like? Or do we do something a bit smaller? You know. We can't. We can't do something a bit bigger because, well. You know, we have tried to give a comprehensive idea of what a comprehensive thing would look like. There's quite a low between zero and that, and that's the space that we're moving in at the moment. So yes, we have had discussions about people who would like us to change our approach to off peak times. It's on the table. We have this cost exemptions for charitable status that doesn't involve having all of your 200,000 members with their cars fully exempt. That's not how we. Work. But you know the very the very detail of that. Is in many respects also up to the professionals, but we have to be comfortable with. With the package on the table, and that's where we're trying to get right now. You were saying so?

Speaker 7

Yeah, but why? Gonna say, why don't you do a traffic census? That's that. Why don't you do a proper traffic census? Anybody coming in the city give them a form to put their daily travel where they put where they're going to, what form of transport they do. They've done them before, but they don't do them often enough. Find out where. People are going.

Speaker 4

Do you know? Do you know something that's been done relatively recently that we've been well, obviously, yeah.

Speaker 7

This is cost money. Yeah. So the County Council won't do it cause the cost, but you've got plenty of money. Because the government keeps throwing me out.

Speaker 4

Oh, they threw. They threw it. Once there was a reason for it. But we won't go into it.

Speaker 7

The money in your Kitty if you spend in. The right place, but you. Don't know you know, this is the thing that you've got no information because you haven't bothered to collect it and then you. Try to design something else.

Speaker 4

No, but that isn't true. We've just collected it in a.

Speaker 7

Get everybody around the village to fill in a form saying how often they come into Cambridge, what method of transport and what time do they travel for? Late all that information, you can run a bus service. So we can run by the. Without the information you just generalise that.

Speaker 4

There's no the information we've got is from, I mean these days traffic modelling is done by cameras. That's that's how. Tends to get done cheaper. I suspect also be more efficient, but I I will. I will look into that, see see whether something's been done.

Speaker 1

I think recently I think what we would like going back to the club again is for you to take back and you've said you will, which is great, but the fact that buses do not work for us, whatever bus system.

Speaker 4

Of course, of course.

Speaker 1

Do bring in if it's a fantastic bus, it's great if it is, but it doesn't work for pensioners with heavy bowels getting on a bus in the winter and when so whatever happens, however good the buses are. As a bowls club. We would fold. If we had a congestion charge.

Speaker 2

And the main reason for that, as well as people coming from obviously lots of, but this is around a lot of your a lot of. Your Members being older, it's so it's to do with being elderly so.

Speaker 1

Elderly and 90% are pensioners. Yes, 90% of our Members are elderly 90.

Speaker 2

That's what we need for. Isn't it? Yeah. And having heavy things that they're having.

Speaker 1

On a survey, 97% of our members wouldn't join us if there was a congestion charge. So. So you know, I I understand the.

Speaker 2

Yeah, yeah, yeah, that.

Speaker 1

I had a picture I fully do, trust me. And but I've got my manager of the Bowls Club hat on.

Speaker 4

I know you. Do of course. No, absolutely. But that's that's what we need to consider.

Speaker 1

And that's to me is the bigger picture for us. You know, we've got to consider our business, how it works for us, how it works for our members.

Speaker 4

Yeah, yeah, of course.

Speaker 1

There's 1100 people. It's quite a large membership, you know, of a vote in Cambridge and we need an answer and a solution. And I know you can't give it to at the moment if this comes in. How we can exist? And I'd like you to take that. Back if you would.

Speaker 4

Of course, absolutely.

Speaker 1

Be so kind and and you know. We're all frustrated. We nobody knows the answer at the moment. We're all very frightened of what could happen. Coming in, you know these guys. I can't tell you enough. A lot of them are in bad ways. Mentally, they're on their own. This is the only social interaction they get. You cut that. Off and you have a big.

Speaker 2

Problem. Yeah, understood. Yeah.

Speaker 8

Well, it's not just, but it's. Not just this club.

Speaker 1

It's not. No, I'm I'm. You're right. Quite right.

Speaker 8

I played indoors here and outdoors, at off Farmwell Rd. Abbey bells club? Mm-hmm.

Speaker

Yeah. Hmm.

Speaker 8

We're still going to be within the city. We have to play other clubs inside the city. We also play clubs outside the city. We'll have to pay to go out of the city, and that's something that I live on. Newmarket Rd. We live on Newmarket Rd. Why should I? Pay £5 to leave the city. If I pass the camera it's £5. Why? Why am I being charged to leave the city? I don't get that at.

Speaker 5

All what congestion is he causing?

Speaker 4

Well, that does depend. I mean, I've had actually lots well that as I said that does depend because it's not well, it's not quite because you can make you can make these things reasonably clever, although a lot of the limitations that we've got are to do with technology because it does, you know the technology isn't clever enough to know. To distinguish between people that leave and where they're going because you know I've got people who have said to me, oh, you know, I live at the top of kings edges. Road and I go to Milton and you're asking me to pay. And for anybody who uses that junction, that junction is pretty bad. So it's a very short. It's a very short journey, but on a very, very badly congested interchange. So there are those, there are those problems that we need to come. Up with and. It's one of the things that we've been discussing, you know, is there any way that we can facilitate journeys out and, you know, trust me, I've had a lot of discussions about this, some of that really is limited by the technology that we have. But if we can come up with something clever, we will definitely try. There are ways. Around it. Again, you would. Well, you know you have because one of the things we were told right at the beginning is that, you know, nobody would look very kindly upon a court. According so that would. Put any charge squarely on the burden of anybody who happens to cross. A line. So if you're moving inside, you don't pay. If you're moving outside, you don't.

Speaker 6

I think if you live in.

Speaker 4

Pay, but you know.

Speaker 6

We're we're almost being held prisoner, aren't we?

Speaker 4

Well, surely not because you. Know the right the the city itself.

Speaker 6

We've got no choice and he lives at cotton. OK. He wants to go to a supermarket. He could go to Milton. He won't be paying any charge. We're in the Cambridge, we've got nowhere to go. We've got to go. To a supermarket in Cambridge.

Speaker 4

Yeah, of course you do. And you know, in fact.

Speaker 6

Being held prisoner, we've got to pay £5 to go 300 yards down the road to Sainsbury's.

Speaker 5

Same as me.

Speaker 4

Well, that is, you know that is to optimise that kind of thing. There are definitely one of the things we have looked at and this has been the consultation material is that for people that have those kinds of journeys, you can actually. Get a kind of voucher where you would be able to do quite a lot of those journeys without paying.

Speaker 10

Cancel it.

Speaker 4

You know? Yeah, of course. Give me £5 and I'll give you a £5 thing for free of course. No, the vouchers would not be for £5, but. If your initial trips are free for a while, you might be able to actually start using them in a way that works for you. I mean this has worked. In other places, so you know. And if for example, we were looking at a peak time scheme for example, then you know for those who can. They might be able to go to the supermarket outside of the charging times. You know, that's one possibility.

Speaker 8

Everybody will do that one thing, so help your pollution and things like that. Is it moving around?

Speaker 4

Well, exactly. Well, exactly. So we're up there. So we have that. So we have that to work. Well, we have that as well.

Speaker 5

So not that pollution is it though? Because electric electric cars aren't being big, cars aren't being sent. All these buses are.

Speaker 4

It is also about pollution. It is also about pollution. It is also about pollution.

Speaker 5

They going to be.

Speaker 8

You're just gonna charge.

Speaker 7

For that property. So this might be about proof.

Speaker 4

We must, I mean, we've been told by government they must be all electric by 2030.

Speaker 8

Never gonna have the consultant. Not gonna.

Speaker 5

Have that cause they couldn't answer.

Speaker 4

My question, I'm sorry about that, but I can tell you that it's completely through new ones. But we have, we started replacing them. Now we've started replacing them. Now there's already 60 electric buses running around Cambridgeshire. We mostly there are some problems. While Cambridgeshire they are all at Park and ride sites. Why? Because that's where it's easier to put them. Now, because that's what all the charging is, this will not work unless the electricity grid is expanded. So that's another thing that we.

Speaker 8

Create the electricity to debit.

Speaker 4

Well, we're gonna have to. We're gonna have to.

Speaker 8

And how are you going? To charge, how are you going to charge all? These cars and people live in flat.

Speaker 10

Sorry, there's still not the bowls club.

Speaker 4

That's alright. Well, I'm.

Speaker 10

I I would like to make just one thing. There's people that are bowling out there now that most probably wouldn't be alive if it wasn't for the Bowls Club because they'd be sitting at home rotting.

Speaker 1

Yeah, 100%, yes, of course.

Speaker 2

Hmm, that's good. Yeah.

Speaker 5

I mean I've I've written to you and told. You about Sam? Who sat crying, telling me about how he lost his wife last week.

Speaker 4

Of course.

Speaker 5

Been together 69 years, he'd come up to watch the bowls to get out the house. You know, it's not just a bowls.

Speaker 2

Of course, no, I really, really do understand that. No, it's good to see it. Yeah.

Speaker 4

No, we we know that we totally, totally know that and. You know, I, I genuinely please believe me, I know that. I mean, I wouldn't be here talking to you if I. Thought it's all up, you know.

Speaker 9

I mean, I like. The one I owe my life to this club.

Speaker 4

I know, I know.

Speaker 9

Because I was in a bad way, seven or eight years ago and this.

Speaker 4

I get it.

Speaker 9

Is what helped me.

Speaker 4

I get it, I absolutely do.

Speaker 2

It's really and those these, you know, personal testimonies like that I think are really important as well, really important to have. Yeah.

Speaker 9

We've all lost this or tried to think OK.

Speaker 2

Yeah, those things are really important. Thank you.

Speaker 4

Well, we don't. I don't. I don't want that.

Speaker 5

We aren't going to lose it, are we?

Speaker 4

No, of course.

Speaker 5

You're gonna sort it for it. You're gonna. Go away and fight.

Speaker 3

For an old man.

Speaker 4

Well I am. Well, you know, I am going. I am. Going to go.

Speaker 3

Away. Yeah, no.

Speaker 5

Big fight for.

Speaker 8

Us how many? Lists to the GCP how many, how many members are on the GCP.

Speaker 4

Elected members.

Speaker 10

Elected Members are you elected, are you? Who by me? Yeah.

Speaker 7

Not elected, we're not elected. You're those you've chosen by the county.

Speaker 10



No elected members of the whatever it is, GP, whatever.

Speaker 9

You say council?

Speaker 8

GCP how many members are there on the GCP?

Speaker 10

It is, yeah.

Speaker 4

Elected members.

Speaker 8

Yes. What does that mean? What? What are they there if they're? Not elected then elected, they're picked by the the cows.

Speaker 4

Staff. That's not true staff.

Speaker 8

They will that make the decisions. How many people are.

Speaker 4

So the GCP technically doesn't really make any decision that's the problem. So we are not a decision. Well, the GCP are not a decision making body. I've been elected by the people of King's edges, that's what.

Speaker 9

I don't have the County Council.

Speaker 4

Me and.

Speaker 7

Now you've been. Appointed as a county councillor by the people of king edges, you have not been elected to GC.

Speaker 2

But we're as councillors, we're on many, many different boards.

Speaker 7

None of you have been. It doesn't matter. You have not been elected to GC team. You have been hand selected by the Council.

Speaker 2

And that's what this is.

Speaker 10

We need to vote you off.

Speaker 4

I am afraid to say that is precisely how democracy works.

Speaker 10

Well, yeah, I think I think that's what we need to have a. Vote for it then.

Speaker 1

So I think I'm, I'm I'm not politically in any way but.

Speaker 4

No, that's fine. That's absolutely fine. Anyway, elected members on GCP bodies.

Speaker 1

I just wonder so if the.

Speaker 4

17 thank you. Yeah.

Speaker 1

17 So if the County Council make the decision.

Speaker 4

18 there's 15 on the assembly and three on the board, yeah.

Speaker 1

At the end. The County Council will ultimately make the decision, so if the public don't agree with the decision at the next election, they vote the County Council out another lot come in. Yeah. Does that mean it can be reversed again? Or how does so it's?

Speaker 4

Everything can everything can.

Speaker 1

So who is the County Council at the moment? Who's in power?

Speaker 8

How many of those 17 actually are? They're actually.

Speaker 1

Who's in power at the moment in the County Council?

Speaker 2

No, it's. A. That's who's.

Speaker 4

Not well in in actual Cambridge. Quite a few actually. Quite a few actually.

Speaker 1

Making a decision.

Speaker 2

So joint administration.

Speaker 4

A rainbow coalition at. The moment.

Speaker 3

There's Cambridgeshire County Council doesn't include S cams or east cams. Oh, it does include.

Speaker 4

Yeah. Yes it does. Of it, it's 5 districts and used to be Peter, brother Peterborough gone off so.

Speaker 7

The Transport Committee of Cambridgeshire County Council consists of two Cambridge councillors and the rest are from other places Wisbech. Huntingdon. All these other places where you can drive freely into your town centre, no parking charges and you can shop. You can do what you like, no restrictions on their roads. Only Cambridge gets victimised deciding on.

Speaker 3

That's that's a massive area that's voting OK.

Speaker

Yeah, yeah, yeah.

Speaker 7

So the decisions will be made.

Speaker 4

That's that's always how. That's always how it's been always.

Speaker 1

And are there any political parties that are against this?

Speaker 4

There are.

Speaker 10

I know the conservative for Cottenham is definitely against it.

Speaker 4

There are absolutely and it's actually, you know, from my point of view it's very easy. You know, we don't like this. We don't want this, but I still got at the end of the day, if we had, you know, a binding referendum tomorrow and this. Was voted out. I still got a problem. Still gotta do something about the buses that are failing, you know, and I am absolutely a completely.

Speaker 9

Well, I hope you take away from this little meeting. We're we're actually frightened of what could happen. To our club.

Speaker 4

No, I know I I have got that very loud and clear.

Speaker 9

We're just seeking reassurance.

Speaker 2

But what can but, but that's hard if if if Elise is here and listening and saying she's taking it back and there are other things on the table and she's listening and still. Being told that she's not listening or or. There's no reassurance. That's tricky, isn't it?

Speaker 4

I get that I get that a lot I get.

Speaker 2

I mean, where does that? Where can that go?

Speaker 10

Plenty of notes.

Speaker 4

I have. Well, I've been provided with quite a lot of very good material and trust me, I have been breathing and leaving and he is being and I've.

Speaker 10

You've been calling. Excuse me, but I I have to go. I'm sorry. Alright. Thank you for coming.

Speaker 4

Been, yeah. It's been a pleasure to see you. I will be hot on your heels because I am getting hungry. Sorry right I am I am.

Speaker 9

Yes, I mean it's.

Speaker 7

Definitely. I'm just happy to put facts.

Speaker 4

I am happy to talk. This is what we do. I am happy to talk to people.

Speaker 7

I'm quite happy if you go back and report back, but I want to know, are there other? Ways of reporting. How we feel today.

Speaker 4

Well, you can write to your local councillors. You've got four. I don't know where you are, but you definitely got 4. You can write to me. A lot of people have been. That's it.

Speaker 7

Can't write to GCP direct to.

Speaker 4

You can write to the GCP, they've got, you know, contact out, whatever. But I mean, and they've been getting lots of stuff through that, but to be honest, if you want your elected representatives to know how you feel, I. Would write to them, yeah?

Speaker 7

Rather not because they're for congestion charge, because they don't use their cars.

Speaker 2

Well, I think but, but I don't think.

Speaker 4

Do they not need to hear from you? I think they do. You know.

Speaker 2

Yeah, but I mean. Councillors aren't haven't stood to represent communities and then just put something through. For them, just for themselves, whether or not they use a card, you know what I mean? I mean, we have. It's huge. The job is huge. We're not going to do this and just.

Speaker 7

No understand that, but to be honest, yeah.

Speaker 2

To like get a. Bus. I can tell you we're not gonna do.

Speaker 7

No, no, but let's let's understand, councillor. Someone goes pound notes. We could make this money. Your eyes light up because count to count any councils don't have enough funds.

Speaker 2

This to get a bus. Ohh well, it's really true that this is.

Speaker 4

Absolutely. We absolutely don't have enough money.

Speaker 7

The driver, the total driver, is the amount of money you'll.

Speaker 2

Well, I can tell you it's I think that, for instance, myself, I'm vice chair of Community social building.

Speaker 7

Get from it.

Speaker 2

And it's and we've had to make cuts. That are devastating. Actually, it's been horrible and it's not what I it's not what I stood for. That's, that's for sure to have to make these cuts this year when we've had less funding come. In so you're you're. So you are absolutely right that there there's. You know, we're really we are having to try and find finances.

Speaker

But it's it's not.

Speaker 4

And we are and it's money, you know? Yeah. No, it's been it's been a pleasure. And I, you know.

Speaker 7

On that one. But I said, oh, thank you for. Your time and.

Speaker 10

Moment, yeah.

Speaker 7

Don't think we've got anywhere, to be honest.

Speaker 1

But well, I think we have. I think that's wrong and I think that's wrong.

Speaker 2

I I.

Speaker 1

No, you're fully aware.

Speaker 5

Yeah. Yeah. What we are, but and there's.

Speaker 1

Of our situation and that's we appreciate that.

Speaker 5

So she's she's gonna go back and she's gonna pour her heart out for us.

Speaker 4

Well, I was gonna do that anyway, but I'm gonna do that rather a lot better. And actually that is completely, that is completely true because, you know, the more of these things we collect, the more we can actually. The more we can actually try and do something that's actually going to work, which you know and whatever ends up being decided and and as I said, you know, even if I stood up right now and said, you know what, I'm not going. To scrap the whole thing completely. It's not.

Speaker

I'll vote for you.

Speaker 4

I would be delighted. However, it really isn't. Just talk to me. My vote is one of six. The one so you know it's it's a process of compromise.

Speaker 8

That's that's the problem with that. That's the problem for us, is that, you know, we appreciate you coming. You know you you understand totally now we get that. But but you are one voice in.

Speaker

Yeah, yeah.

Speaker 2

But we take our voice, but it goes back, doesn't it? And we can, we can be representative and and.

Speaker

Yeah it does.

Speaker 2

And you know, it's great. Thank you, because it's great that I could come as well because Alisa can take it back and put the GCC for myself, you know, like I said that I'm with communities, my background, my other work is completely about well. Being in connexion, so I work as an artist, but I also. To do exactly that, you know what you're saying about the benefits of coming to this club? I totally understand those benefits through, for instance, the the arts organisations and cultural organisations that I work with, but also I work with, you know, Community football clubs and things like that for the benefits that they bring. So I really appreciate this and that I can represent. You, you know, as as your councillor for communities and I can take that back and do that. So thank you.

Speaker 1

Thank you.

Speaker 4

Yes, no and it's and. As I said, I would like to keep you know, I would like to keep the door open to, you know, conversations that. Might be more about the specifics because. I didn't make notes. First of all, because you know, I quite like, I will go home and put down some stuff. That's what I do. It works well for me, but also. I will formulate some questions. Which I will have thank. You, but I would quite like to get questions. As so.

Speaker 1

Well, in the pack, there's the four or five pages at the end of questions, we ask some Members to send in questions. So.

Speaker 2

Yeah, that's good.

Speaker 1

You've got lots of questions at the end. Which, you know, Members are are very passionate about this place and.

Speaker 4

Wow, that does look.

Speaker

It's good.

Speaker 4

Yeah, yeah, yeah, no, absolutely. So I will, you know, this is going well. This is going to be poured over and highlighted and and all the. Rest of it. And in fact, if you've. Got it. Does this look like word because that?

Speaker 1

I can e-mail it to you. I can I can e-mail.

Speaker 4

Might be nice.

Speaker 1

It to you.

Speaker 4

Because otherwise I was literally just going. To copy stuff.

Speaker 1

I'll even 18.

Speaker 4

But I do that a lot actually you. You know and and and if you e-mail it to me and also you know if people as I. Said I try to do interactions that are useful and I really have to go in a minute, but I try to



do interactions that are useful, which this is just about right in terms of being able to talk to. People. The more you try to do at the same time, the less it works. You know, cross purposes and noise and stuff like that. I've done a lot of. That, and there's not really been. But I think the interaction at the human level is really important.

Speaker 1

It really is it really.

Speaker 4

And you know.

Speaker 1

Is. I can't emphasise it enough.

Speaker 4

And I've been. I've been around other places and I will go around other places as well. There's, you know, in the limits of my own ability. And, you know, we will. The next step will be for us to have something more than we can work on from what people have told us at Christmas. So that's coming. And then? There will need to be a consensus building process which this will feed into, so I. Hope that putting a human face on on us has been has been helpful and I would like you know, I would like to encourage people within the limits of, you know. Reasonable quarters interactions to actually remember where I am and talk to me.

Speaker 1

Yeah, I think.

Speaker 4

Because I I need that.

Speaker 1

We're we're more than happy for any other members of the GCP to come and see the facilities. I'll show anybody around whenever they want, of course. But the one thing to take away that we'd like you to take back tonight is. 1100. Just remember that was I was 1100.

Speaker 4

Yeah, I I. I was very surprised. I'll be.

Speaker 2

Honest and also how lovely to have a really positive story from you as well about, you know, the around lockdown and how you got more members out of there and you're getting it. So I'm going to tell.

Speaker 1

OK.

Speaker 4

Saying this thing goes on.

Speaker 2

My mom, now that I know, there's Motown.

Speaker

TV when?

Speaker 1

Well, they're airing in two to three weeks having given us the final date it was filmed. On Saturday.

Speaker 5

Yeah, you know.

Speaker 4

If you've got a date, let me know, because I'll, I'll, I'll. I'll record it or find a way to record it.

Speaker 2

Yeah, it's great.

Speaker 1

I will let. You know.

Speaker 8

Only about 5 minutes.

Speaker 4

It's always the way it's always the way 5 minutes. It's always the way, yeah.

Speaker 1

5 minutes on prime time. 5 minutes on prime time. BBC One is pretty pretty good, so you know.

Speaker 2

That's good.

Speaker 9

Anyway, thank you.

Speaker 4

Thank you know, it's been a pleasure to see.

Speaker 2

Very much, yeah. No, thank you. For your time, it's really that was.

Speaker 4

You. I will. Ohh.

Speaker 2

Really good. I'm really yeah.