

*imagine
if.* ○

Autumn 2022



**WE LIVED IN A
PLACE THAT PRIORITISED
PEOPLE OVER CARS**

MAKING CONNECTIONS

Have your say on proposals for faster, cheaper, more reliable bus services and safer cycling through the introduction of a Sustainable Travel Zone

A City Access Public Consultation





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HAVE YOUR SAY

Between 17 October 2022 and 23 December 2022, we're inviting everyone living in Greater Cambridge and the travel to work area to have their say on the Making Connections proposals.

- The best way to share your feedback is by completing the short survey online at www.greatercambridge.org.uk/mc-2022
- If you need a hard copy of the brochure or are having trouble completing the survey, please call **01223 699906** for assistance.
- You can find out more and provide your feedback by attending in-person or online events. Find all dates and locations online at www.greatercambridge.org.uk/mc-2022 or by calling **01223 699906**.
- You can email your thoughts on the proposals to consultations@greatercambridge.org.uk
- You can find paper copies of materials at libraries listed on the link above.
- You can also write to us at: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB2 1BY**

INTRODUCTION

The challenge

Congestion is clogging up our roads, making journeys slow and unreliable, and contributing to poor air quality and high carbon emissions. But for many journeys there is still no viable alternative to car travel, meaning people miss out on opportunities. With employment and population growth increasing, pressures on our transport system will keep building. We need to introduce new sustainable travel measures to transform how we travel and keep Cambridge moving.

There were 35,000 more residents in Greater Cambridge in 2021 than there were in 2011.

The proposals

This consultation follows last year's Making Connections consultation, when people living and travelling in the area shared their preferred ways to transform the bus network and reduce traffic in the city, while raising money to pay for transport improvements. We have used those views to develop a proposed package of measures to change how we travel in Greater Cambridge and the wider area. We want to hear your thoughts on the three parts of the proposal:

1 Transforming the bus network

From mid-2023, we are proposing to transform the bus network through new routes, additional services, cheaper fares and longer operating hours.

2 Investing in other sustainable travel schemes

Alongside the bus network, we are proposing to invest in new sustainable travel schemes, such as better walking and cycling links.

3 Creating a Sustainable Travel Zone

We are proposing the introduction of a Sustainable Travel Zone in the form of a road user charge. Vehicles would be charged for driving within the zone between 7am and 7pm on weekdays, and money raised would fund improvements to the bus network and other sustainable travel schemes. The Zone would be fully operational in 2027/28, with a gradual introduction starting in 2025, but only once the first bus improvements are introduced.

A better, cleaner, safer future

This proposal is a once-in-a-generation opportunity to change how we travel in Greater Cambridge and the wider area, relieving pressure on the network and responding to air quality, cost of living and climate crises for a better, cleaner and safer future.

The proposals will see:

Double the hours of service and miles covered of the pre-Covid Greater Cambridge bus network

£1 flat fare for single journeys in the Cambridge bus zone, and £2 fares in the wider area

50% expected reduction of traffic in Cambridge

Mayor's foreword

We are at a turning point when it comes to transport in the Greater Cambridge area. With rising fuel costs, a growing population and congested roads, we need to transform our transport system and give local people better travel options that are frequent, reliable, safe, sustainable and affordable.

There are significant challenges to such ambitions. Bus services are struggling, and routes are being cut, risking leaving those who live in rural areas isolated from work, supermarkets and healthcare. Not everyone can drive or is confident on a bike on busy roads dominated by cars, especially in winter.

Offering everyone in our county better travel choices is one of my foremost ambitions as Mayor. We all need affordable, sustainable and well-connected transport to travel safely, at a time that suits us. Key to this is making active travel a natural choice, which requires a strong walking and cycling network that gives people the confidence to change how they travel. This would not only improve air quality in our city but would also improve the health of our people and the planet. As an NHS children's doctor, I'm very aware of the impact bad air quality and a sedentary lifestyle can have on our young people and how poor health can affect their chances in life.

The significant growth in local jobs has been important for our economy, but our public transport network has not

kept pace. A shift away from cars can only happen if we have fast, reliable, affordable and frequent buses. That's why these proposals set out a bus system which aims to be world class, which is nothing short of the ambition needed to make the positive change we all want.

A severe lack of investment and vision for buses goes back decades, and we need change. The Combined Authority is continuing to work on a strategy that aims to reform our bus system. Franchising is one future option being reviewed, alongside ways to attract funding and investment. We need to collaborate and collectively look at the available options. We need to give our community the opportunity to tell us what we can do to ensure that they have plentiful, viable options for travelling that don't rely on the use of a private car.

This consultation is on proposals that look to that future, presenting lower fares, extended services and new routes that include rural communities, and moving us towards the safe, joined-up network we all need.

Thank you for taking the time to look through these proposals. From wherever you live in the region and however you choose to travel across it, it's essential that we hear your insights and feedback.

Dr Nik Johnson

Mayor of Cambridgeshire and
Peterborough Combined Authority

GCP's foreword

This is a once-in-a-lifetime opportunity to transform how we travel

Greater Cambridge is a vibrant, economically successful and beautiful place. It's easy to see why people want to live and work here.

But our transport system paints a less rosy picture...

Congestion is amongst the worst in the UK. In 2020 alone, 121 deaths in Greater Cambridge were attributable to air pollution. Pedestrians and cyclists fight for space in historic, car-clogged streets. Hospitals and big businesses struggle to attract and keep staff put off by long commutes and poor public transport.

With growing communities facing a national cost of living hike and global climate crisis, we need significant changes now to prevent a failing transport network in the future – doing nothing isn't an option.

Imagine if Greater Cambridge had a London-style, more sustainable transport network with the means to continuously fund it...

Shaped by extensive consultation, these Making Connections proposals present one of the largest investments in a UK bus network. This is a step-by-step plan to achieve a future bus network with cheaper fares, more buses to more

locations and faster, more frequent services.

Alongside the bus network, and in addition to building on a network of walking and cycling routes already underway, are proposals to invest in new sustainable travel schemes, such as more cycle storage and repurposing space in the city centre for the local community.

Imagine a city that prioritises people over cars. A city with reliable, efficient and cheap buses. A city with cleaner air, less pollution and safer spaces for walking and cycling...

With the City Deal already in place to forward-fund and accelerate delivery, a Sustainable Travel Zone is proposed as the best means to fund and continue to invest in a better, cleaner, safer network.

We have a once-in-a-lifetime opportunity to transform how we travel around Greater Cambridge.

Your thoughts are crucial to shape plans and decisions, so please engage with the proposals online, in print, or through public or online events and have your say. We look forward to hearing your views.

Greater Cambridge Partnership Executive Board:

Cllr Elisa Meschini, Cllr Bridget Smith, Cllr Dave Baigent,
Dr Andy Williams, Prof Andy Neely

THE CHALLENGE

Greater Cambridge faces a range of urgent issues to do with how we travel.



Traffic and congestion

Congestion in Greater Cambridge is among the worst in the UK and car use is at 92% of pre-Covid levels. Bus use has not recovered and is only at 73% of pre-Covid levels. These high traffic levels mean journeys on the road – whether by car or bus – are slow and unreliable. This causes daily misery for people trying to access jobs, education and services, while leading to more emissions, pollution and car-dominated public spaces.



Limited public transport options

For those without a car, the combination of high cost and poor quality public transport leads to limited access to opportunities. This can leave people isolated and make our communities less integrated and more unequal. This divide in access to transport and opportunity will only be made worse by the current cost of living crisis. A lack of affordable, reliable public transport also encourages car use. This increases congestion, which in turn makes services slower and less attractive.

A growing area

The continued growth and economic success of Greater Cambridge makes the need to change how we travel even more pressing. The housing and employment growth of the past decade is expected to continue, bringing more opportunity and prosperity to Greater Cambridge and beyond. Given that, we need to transform our transport network so it can meet the needs of the area now and for future generations.



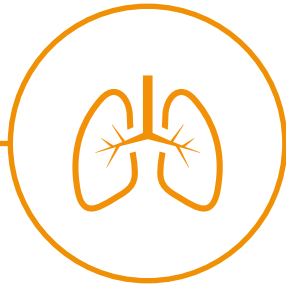
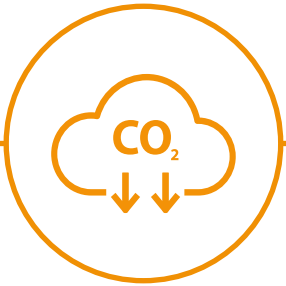
44,000 more jobs
expected by 2031



33,500 more homes
expected by 2031



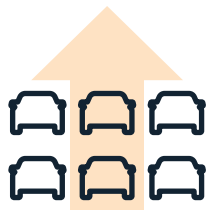
28% population growth
expected by 2031



On average, more than 20% of bus services run late, mainly because of congestion



In a 2018 study, drivers in Cambridge spent an average of 23 days stuck in peak traffic; for London this was 12 days



Climate emergency

Carbon emissions are increasing around Greater Cambridge, contributing to the climate emergency. Transport causes 35% of local carbon emissions.

Public health crisis

Our area is facing a public health crisis: more vehicles on our roads increases emissions from exhaust fumes and tyre wear, which makes air quality worse. Low levels of walking and cycling also lead to poor health outcomes.

A car-dominated city setting

Our city environment is dominated by the car. This means walking and cycling are not as safe or attractive as they could be, and there is limited space for new active travel links. It also makes our public spaces less pleasant to spend time in.

What are emissions?

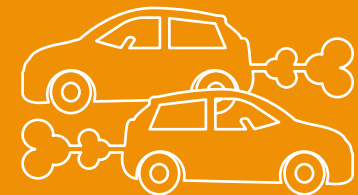
Emissions are gases and small particles such as exhaust fumes and tyre wear that are released into the air from various sources, such as vehicles. Emissions from vehicles are often harmful and contribute to global warming and air pollution. Even electric vehicles produce some harmful particulate emissions.

What are the impacts of bad air quality

Poor air quality has a range of health impacts on people of all ages. Some of these impacts include:

Inflammation of the airways	Heart attacks
Lung cancer, respiratory and cardiovascular disease	Development of asthma
Smaller lungs in children	Asthma attacks

121 deaths in Greater Cambridge attributable to air pollution in 2020

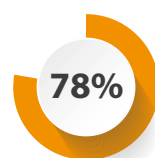


WHAT YOU TOLD US

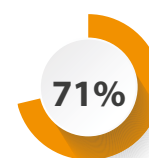
In autumn 2021, almost 2,500 people responded to the first Making Connections consultation on proposals to improve the bus network and reduce congestion and options to provide an ongoing funding source for sustainable transport improvements. This feedback, summarised on the right, has been used to inform the proposed Making Connections package that we are now asking for your feedback on.

In 2019, people gave their views on similar issues in the Choices for Better Journeys consultation. That year, we also held a Citizens' Assembly that looked at public transport, congestion and air quality. This followed the Our Big Conversation engagement exercise in 2018. We found then that people wanted affordable, clean and practical transport solutions that can offer an alternative to car use. Most people thought we needed to reduce or discourage car use, particularly in the city centre.

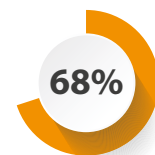
During the 2021 Making Connections consultation, we found that:



Supported proposals to create a bus network with cheaper, faster, more frequent and reliable services



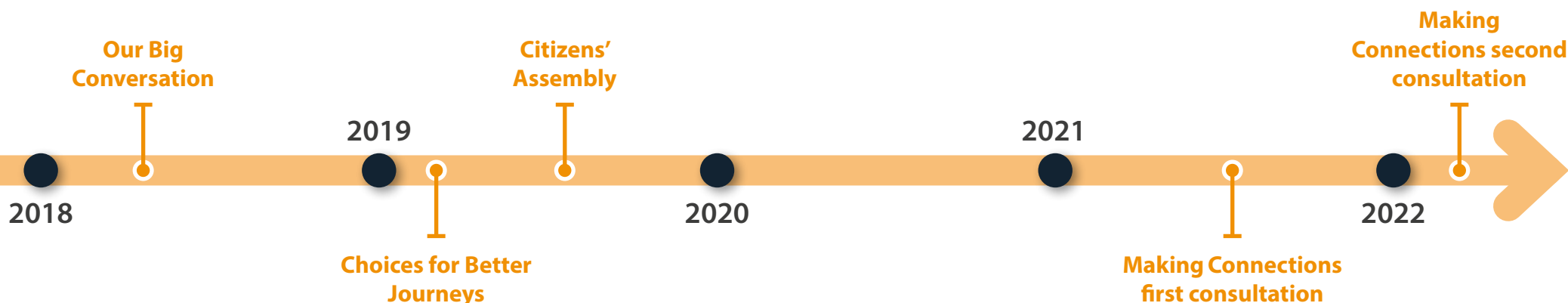
Supported overall aims – reducing carbon emissions, tackling pollution and congestion



Supported reducing traffic to improve walking and cycling options



Supported reducing traffic to improve public spaces



1 TRANSFORMING THE BUS NETWORK



Cheap fares

...meaning more affordable travel

You told us that low cost, flat fares would encourage you to take the bus more often.

From 2024, we are proposing a £1 single fare for journeys in the area roughly corresponding with the current Stagecoach Cambridge zone, and a £2 single fare for journeys in the wider area. Pensioners would still travel free. Fare caps would mean lower daily and weekly charges, and special tickets for families, children and others would be introduced.



More routes

...connecting more people and places

We propose to rebuild the bus network and introduce new, direct routes between residential areas, towns and villages, employment areas, education and key services including health and leisure opportunities. New services would be provided in the city including a circular route between the Cambridge Biomedical Campus (CBC) and Cambridge North station via Cambridge Regional College and West Cambridge.

Cambridge's green buses

We have pledged to have an entirely electric bus network in the Cambridgeshire and Peterborough Combined Authority area by 2030. Thanks to funding from the GCP, local and national government funding, the process of greening our fleet has already started. Greater Cambridge's first pair of zero emission buses started serving the Citi 6 route in 2020. Thirty more zero emission buses will be arriving in the region in the coming months. As our bus network expands, so will our green bus fleet, as we strive to have one of the greenest, cleanest transport networks in the country.



Up to 75 cars can be taken off the road with a fully-loaded double decker bus.

What is Demand-Responsive Transport (DRT)?

'Demand-responsive transport' services are a type of bus you can book that picks you up from near your home, such as the popular Ting service currently being trialed in West Huntingdonshire.

These buses enable passengers to make shorter local journeys or to connect to more frequent bus services and rail stations for onward journeys. This means we can ensure every village has access to a bus service.



Higher frequency, faster services ...offering a real alternative

In Cambridge, there would be up to eight buses an hour on key routes and up to six buses an hour from larger villages and market towns. Villages and rural areas would see a huge increase in services. Waiting times would be much shorter, and buses more reliable thanks to lower traffic levels. New express services would offer even faster journeys using the busway routes. Introducing a road user charge to create the Sustainable Travel Zone (see page 16) could reduce traffic by as much as 50%. This will speed up bus journey times and improve the reliability of buses as they won't get stuck in traffic as often. This will give people a realistic and reliable alternative to the car.



Longer operating hours ...providing freedom to travel at more times of day

There would be more early morning, late evening and Sunday services, running from 5am to 1am Monday to Saturday, and 5am to midnight on Sundays. We will improve the safety and security of buses, stops and walking routes so people feel safer to use them.



A huge increase in rural services ...providing connections to market towns, rail stations and the core bus network

In rural areas, regular services would be supported by bookable buses known as 'demand-responsive transport' (see box above) meaning every village would have access to a bus service.

What you told us

During the 2021 Making Connections consultation, respondents shared their priorities for spending on the bus network. The most popular priorities were more frequent bus services (27%), cheaper fares (19%), longer operating hours (16%), and more direct services to locations across the city (15%). Introducing flat-fares (32%) or lower fares for everyone across the region (31%) were the most popular choices if money was spent on reducing fares. This feedback has informed the proposed bus changes.



Simple ticketing

As in London, a tap on and off payment system and fare caps would be introduced to ensure that someone making multiple journeys would still save money compared to current ticket costs.



Better bus infrastructure

... making journeys safer and more pleasant

To support the transformation of services, we will look at investing in wider improvements such as:

- Easy-to-understand printed and real-time information at bus stops and next-stop announcements once on board
- Maintaining high standards of cleanliness, lighting and safety on buses and at bus stations
- Improved onward travel information at key interchanges

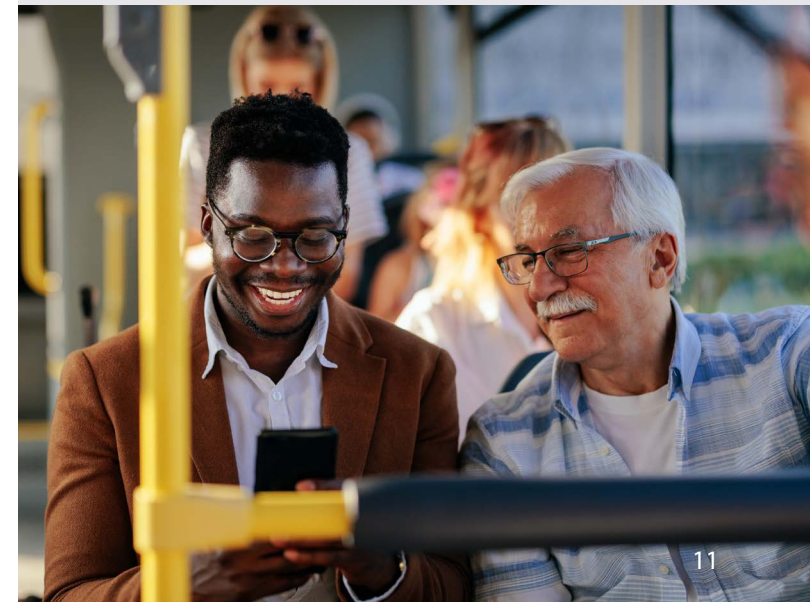
We are proposing one of the largest investments in buses in the UK: **£50million every year**. From mid-2023, we would introduce priority improvements to the bus network and would introduce the flat fares in 2024. These significant improvements would be made to the bus network **before any charge is introduced**. Bus service improvements would continue to be made, with the fully upgraded network in place by 2028.

London-style bus network

The London bus network is the most comprehensive in the UK. It is publicly managed or “franchised”, accountable to the Mayor, with bus services, routes, timetables and fares specified by Transport for London. To the passenger, this has led to a simple, integrated approach with an easy to use, comprehensive network of bus services.

Lower fares and simple multi-operator ticketing have supported growing patronage of the network, and a fleet of electric vehicles has improved air quality and the local environment.

The Mayor of CPCA is exploring the potential to franchise the bus network across our Cambridgeshire and Peterborough, to deliver a similar low-fare, high quality bus network.



A VISION FOR BUS TRAVEL IN THE CITY...

We are proposing the biggest shake-up of buses outside London since services were de-regulated in 1985

We have designed a truly world-class bus network fit for the needs of our growing and thriving community. We are proposing improvements to regional and rural services as well as those within Cambridge, too.

A bigger role for Park and Ride sites

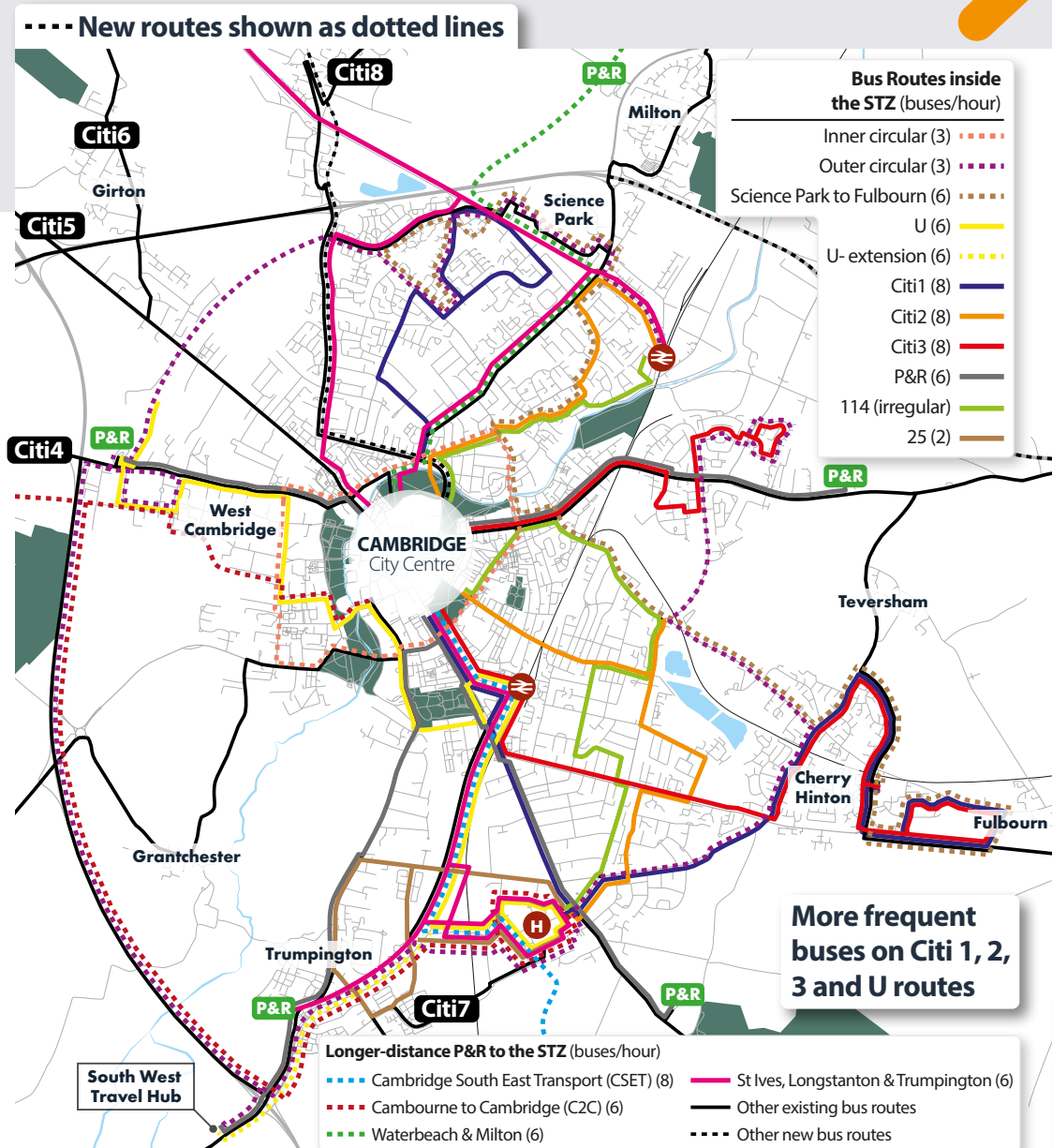
The Park and Ride sites are outside of the zone, and parking will remain free of charge for people who still need, or want, to drive for part of their journey. These sites would benefit from 10,000 extra parking spaces, improved walking and cycling provision as well as more electric vehicle charging points. Onward bus connections into the city would cost £1 single and would stop at key locations to improve connectivity.

Travel hubs for better interchange

We propose the creation of 'travel hubs' in key locations including the railway stations, Cambridge Regional College and Addenbrooke's/ Cambridge Biomedical Campus. These sites would bring together a range of services including car clubs, secure bike parking, e-scooter hire, buses and trains so more people can get to where they need to.

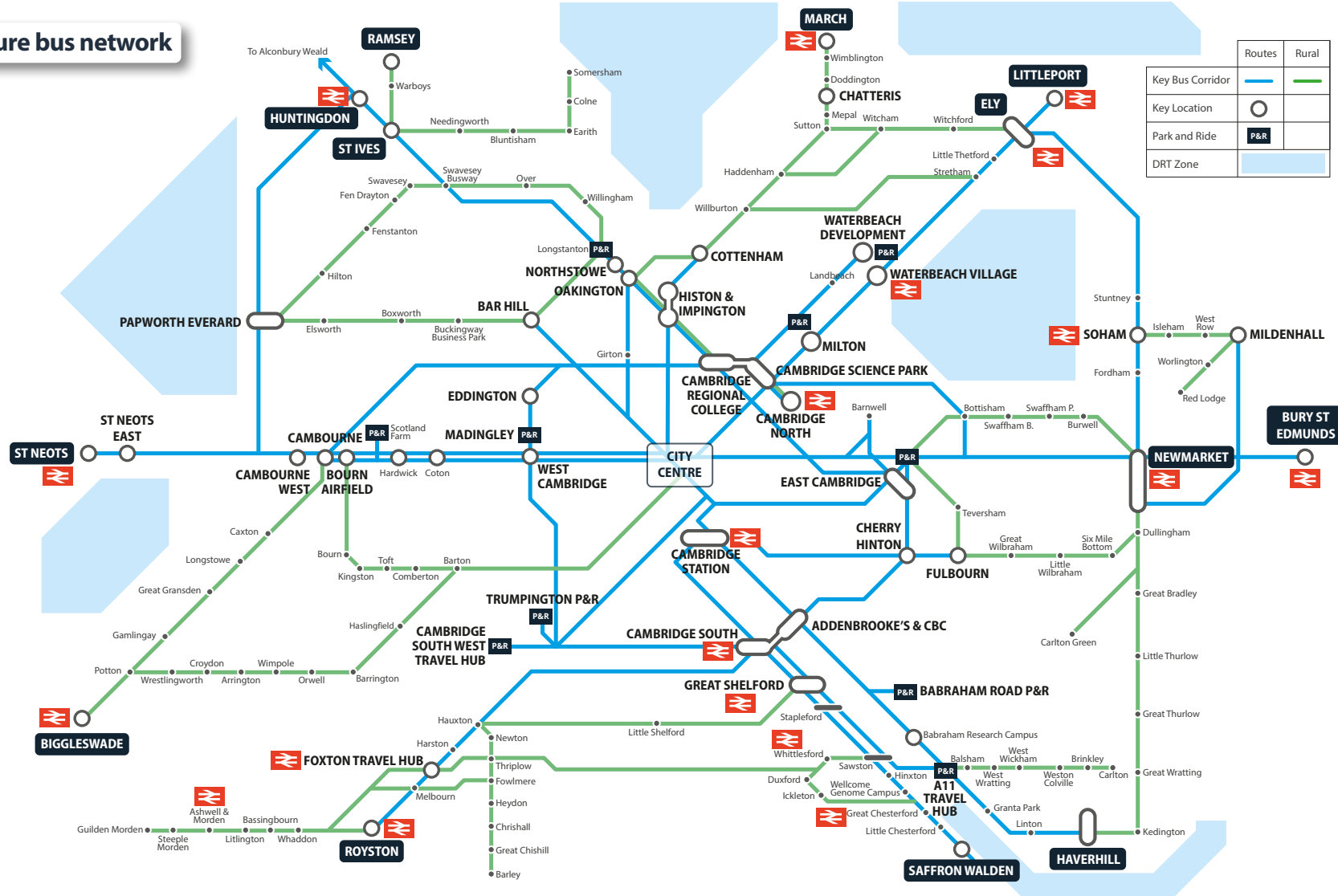
Creating the long-term funding needed

The recent media coverage of the proposed bus cuts has shown how fragile the current bus network is and why it is more important than ever to provide a more stable financial future for buses. The Sustainable Travel Zone (STZ) provides that long-term funding, meaning we can run buses when they are needed, to where they are needed for affordable fares.



... AND THE WIDER REGION

Proposed future bus network



Find out more

Download the map pack at www.greatercambridge.org.uk/mc-2022 to see improvements on key corridors including the improvements to routes within the city centre. Our interactive bus maps at the link above show you improvements for each location.

Making connections easier – benefiting all types of journeys

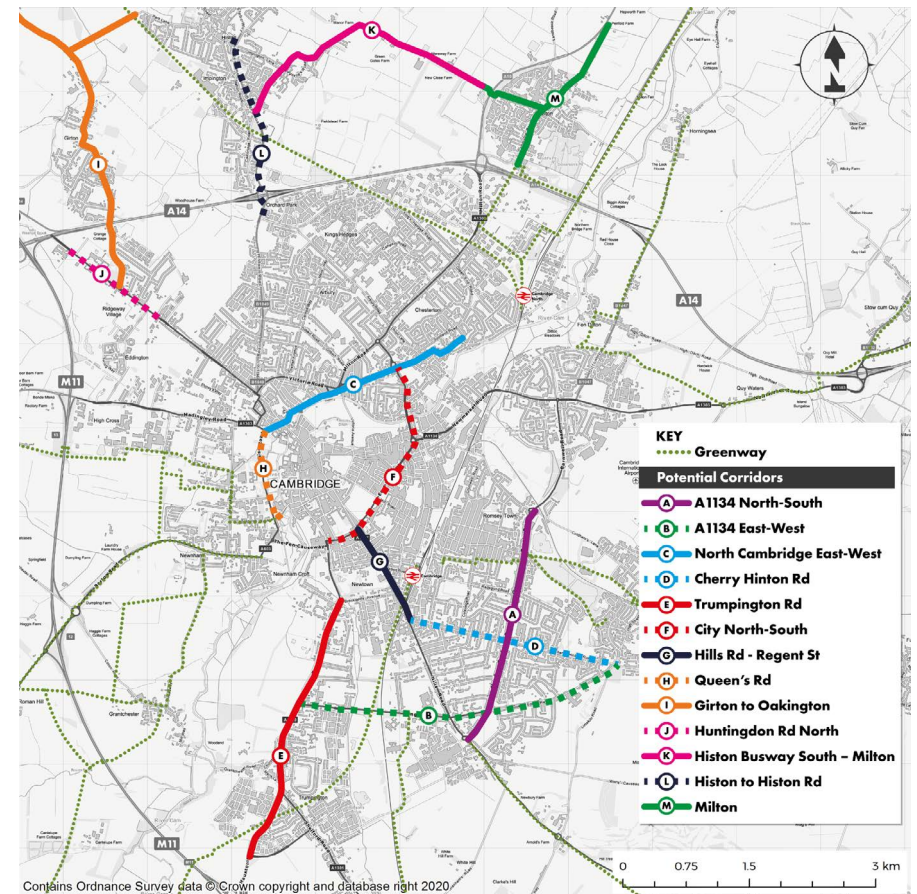


2 INVESTING IN SUSTAINABLE TRAVEL SCHEMES

As well as transforming our bus network, there are also wider improvements to cycling and walking which can only be achieved with lower traffic levels.

With lower traffic levels and additional funding resulting from the Sustainable Travel Zone, we would invest in:

- 1 **More cycling and walking connections in the city:** providing links within and across the city, including completing the Cycling Plus network of 13 routes
- 2 **Extending the network:** creating more connections between villages and the city
- 3 **Improving our public spaces:** creating more pleasant and more accessible spaces for people to walk around and spend time
- 4 **Making our city more accessible to those with different accessibility needs:** through improvements to streets as well as support to use buses and adapted cycles
- 5 **More secure cycle parking**
- 6 **Car clubs:** to give people access to a car who need to travel this way less regularly, without the cost and expense of owning one
- 7 **Maintenance and improvements to footways and cycleways**



Cycling Plus network

CREATING A SUSTAINABLE TRAVEL ZONE

What is the Sustainable Travel Zone?

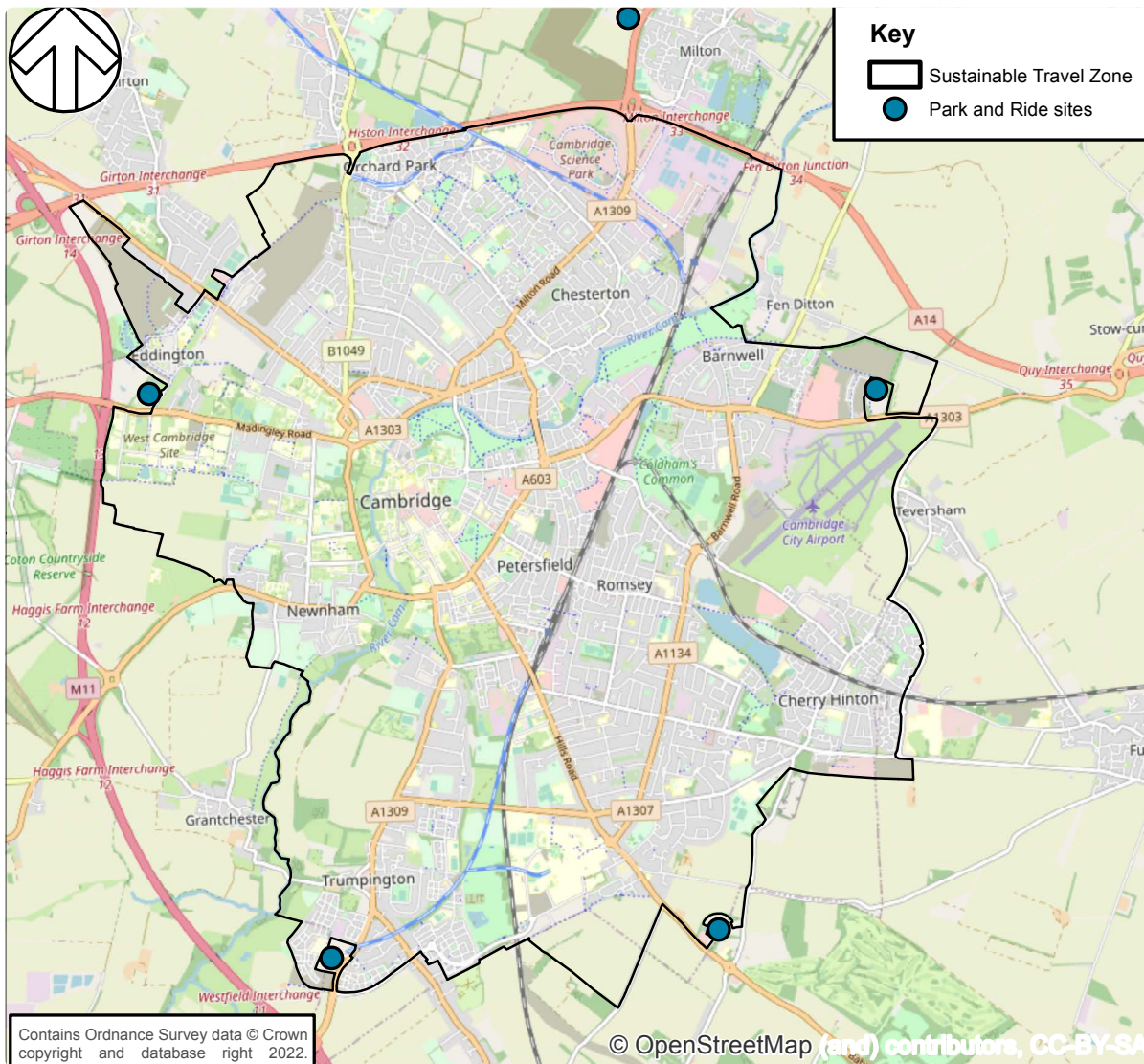
The proposed Sustainable Travel Zone is an area within which vehicles would be charged for driving at certain times. When fully operational, private cars would be charged £5, while other vehicles would be charged different amounts, as shown on page 19. Exemptions for certain vehicles, people and trips would also be in place. All the money raised by the charge would be invested into improving transport. It would help continue to fund the bus network, as well as other sustainable travel schemes.

Why are we proposing a Sustainable Travel Zone?

We have thoroughly assessed a range of options to raise the money needed to improve buses, walking and cycling provision and lower the level of traffic in our area. This assessment has been supported by feedback from public engagement and consultation over the last five years. The assessment showed that:

- Higher **parking charges** or the introduction of a Workplace Parking Levy would not reduce traffic levels sufficiently to meet the objectives, even if charges were higher than those proposed for the Sustainable Travel Zone. Parking charges were the least supported option in the 2021 Making Connections consultation.
- **Road user charging** options would provide a greater reduction in traffic and congestion and offer road users more reliable journey times. Road charging options were more preferred than parking charges. Charging all vehicles, rather than just the most polluting vehicles, would have the greatest benefits.
- A **pollution charge** was also considered, with zero emission vehicles exempt from the charge. This had limited benefits, as more people are expected to buy electric cars over time, so traffic levels would increase and the income to spend on bus, walking and cycling improvements would decrease. Feedback also suggested that not charging zero emission cars could be unfair to those who couldn't afford to buy one.
- The **timing of the charge** was also looked at. Charging only in the morning peak, even with a £10 charge, would be unlikely to meet the Making Connections objectives (pg 24). A weekday charge for cars of £5 between 7am and 7pm could achieve the necessary levels of funding to transform the bus network and reduce traffic. The timing of the charge will remain subject to review.

More detail on how we assessed the options and arrived at the Sustainable Travel Zone proposal is available in the Options Appraisal Report on the consultation webpage www.greatercambridge.org.uk/mc-2022



The charge zone boundary proposals remain subject to review and further development. If an area is included within the boundary, this does not indicate any change in its planning and development status. Any proposals for land use changes and development will need to be taken through all of the normal planning processes. All Park & Ride sites, shown as blue dots, will be outside the proposed Sustainable Travel Zone.

Taking the bus in the peak can take 30% longer than at off-peak times.



What area is covered by the proposed Zone?

The proposed Zone reflects the urban area of Cambridge, covering the area shown to the left. This area reflects the preference of respondents to the 2021 Making Connections consultation, who favoured a lower charge covering a wider area. Technical work also showed that a smaller area would not reduce traffic enough or raise adequate money to fund bus services.

The proposed boundary of the Zone largely follows the urban area of the city, whilst ensuring that Park & Ride sites sit outside the charge area.

The Zone would not have a physical boundary. Signs telling drivers they are about to enter the charging area would be installed in key locations, as well as signing of alternative routes.

Cambridgeshire County Council, as the local Highway Authority, is responsible for consulting on, and would implement and operate the proposed Sustainable Travel Zone.

When would the Zone be introduced?

We have committed that the proposed Zone would only be introduced after improvements have been made to the bus network. The charge could be phased-in over a period of time. An initial suggestion is set out below, however there are options around this and the consultation seeks your views.

- In **mid-2023**, we would begin delivering bus service improvements;
- In **2024**, lower fares (£1/£2) introduced;
- Between **2025-2027**, bus service improvements would continue;
- In **2025**, larger vehicles (HGVs, LGVs and coaches) could start being charged at peak-time (7am-10am) on weekdays. Discounts, exemptions and reimbursements would apply;
- In **2026**, all vehicles could be charged between 7am-10am on weekdays. Discounts, exemptions and reimbursements would apply; and
- In **2027/28**, the full Sustainable Travel Zone could be implemented, operating between 7am-7pm on weekdays. Discounts, exemptions and reimbursements would apply.

A small majority of the respondents to the 2021 consultation favoured a charge for peak period journeys only, but subsequent technical work found that this would not raise enough revenue to support major improvements to the bus network and would cause congestion at other times of the day. Therefore we are proposing to start with morning peak time charging before moving to 7am-7pm. See the Options Appraisal Report at www.greatercambridge.org.uk/mc-2022

How would the Zone work?

The charge would apply to vehicles, unless they are exempt, that move into, out of or within the Zone, not just those crossing the boundary. This is because 53% of journeys in the morning peak start within the Zone; over a third of these journeys are wholly within the Zone which are shorter and so are easier to make by foot, bike and bus, than those coming from further away. A network of automatic number plate recognition cameras would be placed across the Zone to capture images of a vehicle's registration plate. Registration plate images would then be processed to work out if a charge applies. In line with existing charging schemes such as the Dartford bridge, payment could be made in advance or later via an account, online or over the telephone. As per usual traffic enforcement practices, penalty charge notices would be issued where payments are not received, and there would be an appeals process.

A suite of discounts, exemptions and reimbursements are proposed, see page 20 for details.



Proposed charges for different vehicles

On weekdays, it is proposed that vehicles will be charged to drive anywhere within the Zone between 7am and 7pm. The charge would only need to be paid once per day and would cost car and powered two-wheeler drivers £5, with higher charges for other vehicle types.

We looked at a range of different charge levels to arrive at these proposals. The £5 charge for private cars achieves the required level of traffic reduction and the funding for the transformational bus package. It was found that a £10 charge provided more revenue and traffic reduction than a £5 charge, but that a £5 charge still meets the scheme's objectives, with a lower financial burden on those paying. A lower charge would not raise sufficient funds for the improvements or reduce traffic.

It is proposed that larger vehicles pay more, to reflect the greater impact that they have on congestion, air quality and carbon emissions. Motorbikes and mopeds, although smaller than cars, will still be charged £5 as they raise potential risks in terms of safety, noise and conflicts with cyclists.

Category	Proposed Charge Levels	
Cars	£5 per day	
Powered two-wheelers (motorbikes and mopeds)	£5 per day	
LGVs	£10 per day	Potential to explore a 50% discount for zero emissions vehicles
Vehicles with over nine seats (includes school minibuses etc) – except coaches and buses	£10 per day	
Coaches	£50 per day	
HGVs	£50 per day	
Registered bus services	100% discount, potential to link to 2030 zero emission bus target	
Hackney Carriages (Taxis) and private hire vehicles	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028), and wheelchair accessible. £5 for those not meeting this	



DISCOUNTS, EXEMPTIONS AND REIMBURSEMENTS

What are discounts and exemptions?

Certain vehicles would be exempt from the Sustainable Travel Zone charge. An exemption means that you do not have to pay for the charge. It applies to particular DVLA categories of vehicle. Exemptions are applied automatically without the need to register your details.

A discount of up to 100% would apply to vehicles if they or the driver meet certain criteria (see table below). There is no existing database for these vehicles so a simple application process will be introduced to apply the discount. Details of these proposals are still being developed and the survey invites your comments.

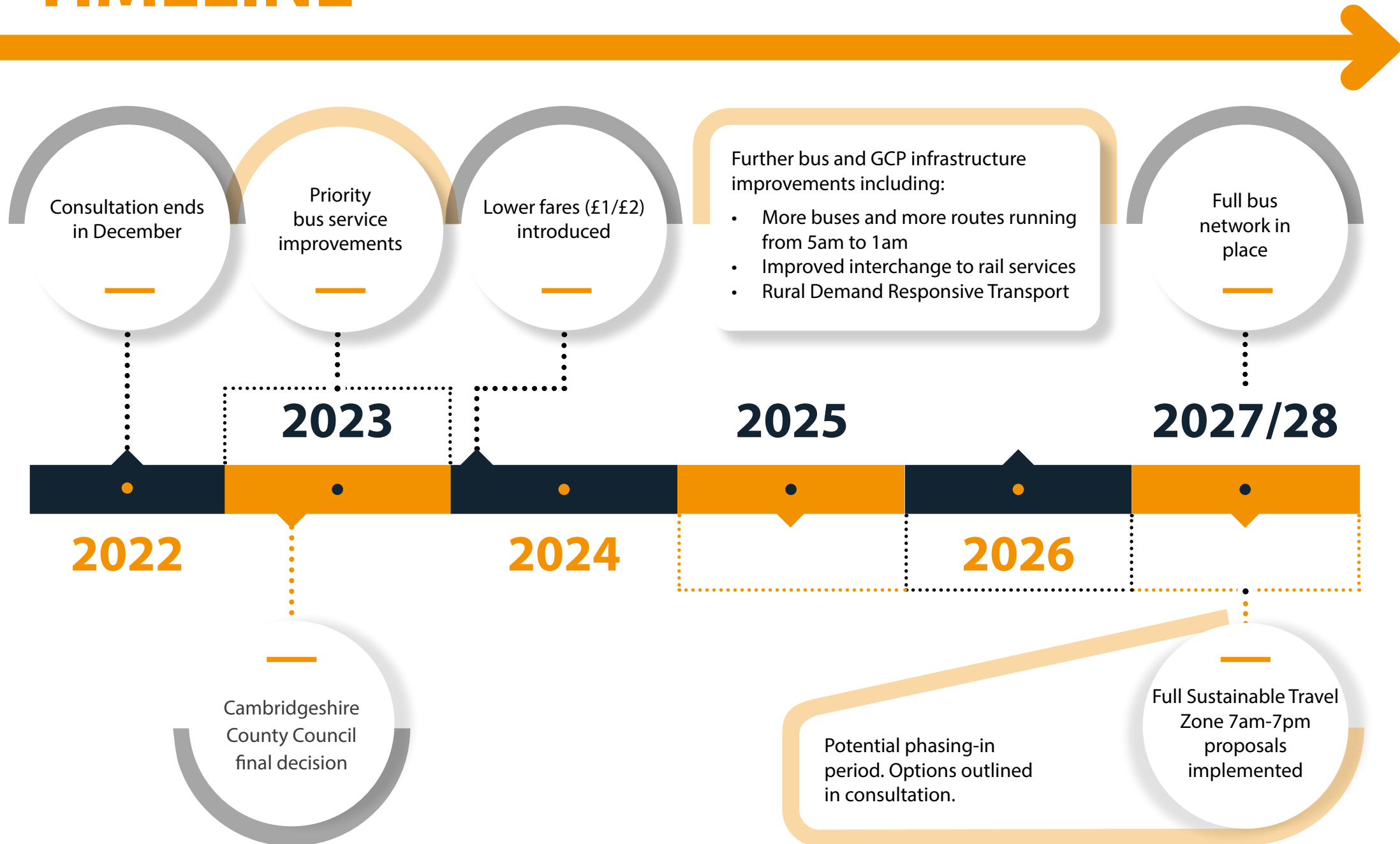
Category	Proposed discount / exemption
Emergency vehicles	Exempt
Military vehicles	Exempt
Disabled tax class vehicles	Exempt
Breakdown services	Exempt
Dial-a-ride services	Exempt
Certain local authority operational vehicles, e.g. refuse collection vehicles	Exempt
Blue badge holders	Up to two vehicles get 100% discount
People on low-incomes	Tapered discount 25-100%
Car club vehicles (official providers)	100% discount

Reimbursement scheme

A reimbursement is a way to refund the charge for certain journeys that cannot be made by another form of transport. Alongside the discounts and exemptions, we are proposing the following reimbursements:

- NHS patients clinically assessed as too ill, weak or disabled to travel to an appointment on public transport, including those who:
 - Have a compromised immune system;
 - Require regular therapy or assessments;
 - Need regular surgical intervention.
- NHS staff using a vehicle to carry certain items (such as equipment, controlled drugs, patient notes or clinical specimens, blood or breast milk);
- NHS patients accessing Accident and Emergency services;
- NHS and other emergency services staff responding to an emergency when on call;
- Other essential emergency service trips made in business vehicles that are not specifically listed above for exemptions, e.g. fire safety inspections;
- Social care, community health workers and Care Quality Commission-registered care home workers; and
- Minibuses and LGVs used by charities and not-for-profit groups.

TIMELINE



BENEFITS FOR GREATER CAMBRIDGE

Benefits of the scheme

Making Connections is a once-in-a-generation opportunity to transform the way we travel - and live - in the Greater Cambridge area and beyond, creating an affordable and sustainable transport network and breaking the vicious cycle of car dependence. The package of proposals unlocks significant benefits to travel better, cleaner and safer. It gives new choices to residents, businesses and visitors to access employment, education, services and leisure opportunities, particularly for those on the lowest incomes and those without access to a car.

→ Tackling transport-related social exclusion

The transformation of our region's bus services will tackle the transport-related social exclusion of those who are currently unable to access opportunities, key services, and community life because the bus services are simply not good enough: fragmented, unreliable and costly. This exclusion is disproportionately felt by those who already suffer from social and economic inequality: women, children, older people, disabled people, ethnic minorities and LGBTQ+ communities.

→ Creating a healthier and cleaner environment

The predicted 50% reduction in traffic will create more space and cleaner air allowing 60,000 extra walking and cycling trips every day. Greater levels of active travel will increase the health of the population, tackling the negative impacts of sedentary lives. 18% of 10-11 year olds and 62% of adults in our region are classed as overweight or obese. The number of deaths attributable to air pollution, prevalent amongst the most vulnerable in society, is on the increase. These proposals will help reverse this trend.

With the Zone fully operational, nearly 90% of locations studied will experience a decrease in nitrogen dioxide concentrations



→ Breaking the cycle of car dependency

A lack of realistic alternatives forces households into increasingly costly car ownership and car dependence. If we can break that dependence, this will mean that people don't have to be car reliant: young people can be more independent and access education and leisure facilities; older people can have confidence that the bus will turn up and there will be space to sit; and car ownership becomes a genuine choice, not an imperative.

→ Meeting carbon reduction targets and tackling the climate crisis

The package - uniquely in the UK - helps this area to meet legally-binding carbon reduction targets and will ensure Cambridge remains an innovative, global leader, paving the way for others to follow.

£50m+ per year to invest in transport

Creating a stable and ongoing source of funding through the introduction of the Zone for a world-class bus and active travel network reduces our reliance on government funding and puts this area back in control of our future travel.

40% expected increase in public transport use inside the Zone and wider South Cambridgeshire area



Understanding the impacts of the scheme

Whilst there are lots of benefits, it is important that we understand any potential drawbacks of this package of measures on the people who live, work and travel to this area, which is why it is so important that you tell us your views in this consultation.

As well as this public consultation, we have also prepared an Equality Impact Assessment (EqIA) to aim to meet our Public Sector Equality Duty to eliminate discrimination and advance equality of opportunity for all. This specifically considers whether there are any unequal or unintended impacts in relation to these Protected Characteristics:

Age

Disability

Gender reassignment (inc. non-binary, gender fluid and those transitioning)

Marriage and civil partnership

Pregnancy and maternity

Race, including colour, nationality, ethnic or national origin

Religion or belief

Sex

Sexual orientation

The draft EqIA report can be found at www.greatercambridge.org.uk/mc-2022

We also looked specifically at those on low incomes.

The EqIA found that drawbacks are reduced by the suite of discounts, exemptions and reimbursements, for example the proposed discounts for Blue Badge holders and those on low incomes. The transformation of the bus network will significantly benefit many of these groups above, for example, access to more educational opportunities for young people.

The EqIA assessment highlights (paragraph 8.2.5) that there may be some disproportionate impacts on certain groups. We commit to doing further work with those affected, local authorities and community groups over the coming months to understand how we can address them. This includes:

- Gypsy and Traveller groups;
- People with reduced mobility but who do not qualify for either a Blue Badge or low-income discounts;
- People with Protected Characteristics that rely on informal care provision;
- People accessing Special Education Needs provision where public transport is not an appropriate option; and
- People on low incomes and how the proposed low-income discount should work.



OBJECTIVES

The GCP's vision for transport is:

"Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity"

The Making Connections proposals aim to address these challenges through meeting the following objectives:

- Reduce traffic by 15% from the 2011 baseline, freeing up road space for more public transport services, and other sustainable transport;
- Ensure public transport is more affordable, accessible and connects to where people want to travel, both now and in the future;
- Raise the money needed to fund the delivery of transformational bus network changes, fare reductions and improved walking and cycling routes;
- Make it safe and attractive to walk and cycle for everyday journeys;
- Support decarbonisation of transport and improvements to air quality; and
- Make Greater Cambridge a more pleasant place to live, work, travel or just be.



THE BIGGER PICTURE

Complementing existing schemes

The proposals would help improve access, reduce congestion and deliver a step-change in public transport provision in Greater Cambridge. They form part of the 'City Access' programme, and are designed to complement other planned schemes in the region.

Other local schemes

- Planning for **four new busways** is underway to provide better transport connections from growing communities to the north, south-east, east and west of Greater Cambridge. They are a key part of the GCP's vision for a Future Bus Network, giving more people the choice of attractive public transport by better serving employment and residential areas.
- Improved **travel hub capacity** on routes into the city forms part of the busway proposals. Travel hubs are set to link up bus, walking and cycling networks while providing 10,000 additional Park & Ride spaces and will be equipped with electric vehicle charging points. Planning has been approved for a new travel hub at Cambridge South West.
- The GCP is creating safe and easy routes for more **active travel** journeys to encourage more people to join Greater Cambridge's already UK-leading number of cyclists, along with those walking and horse-riding. A network of 12 Greenways will create connections for those travelling into the city, and inner city Cross City Cycling, Chisholm Trail and Madingley Road schemes are all underway to better link up key sites.

10,000
additional Park & Ride
spaces are proposed

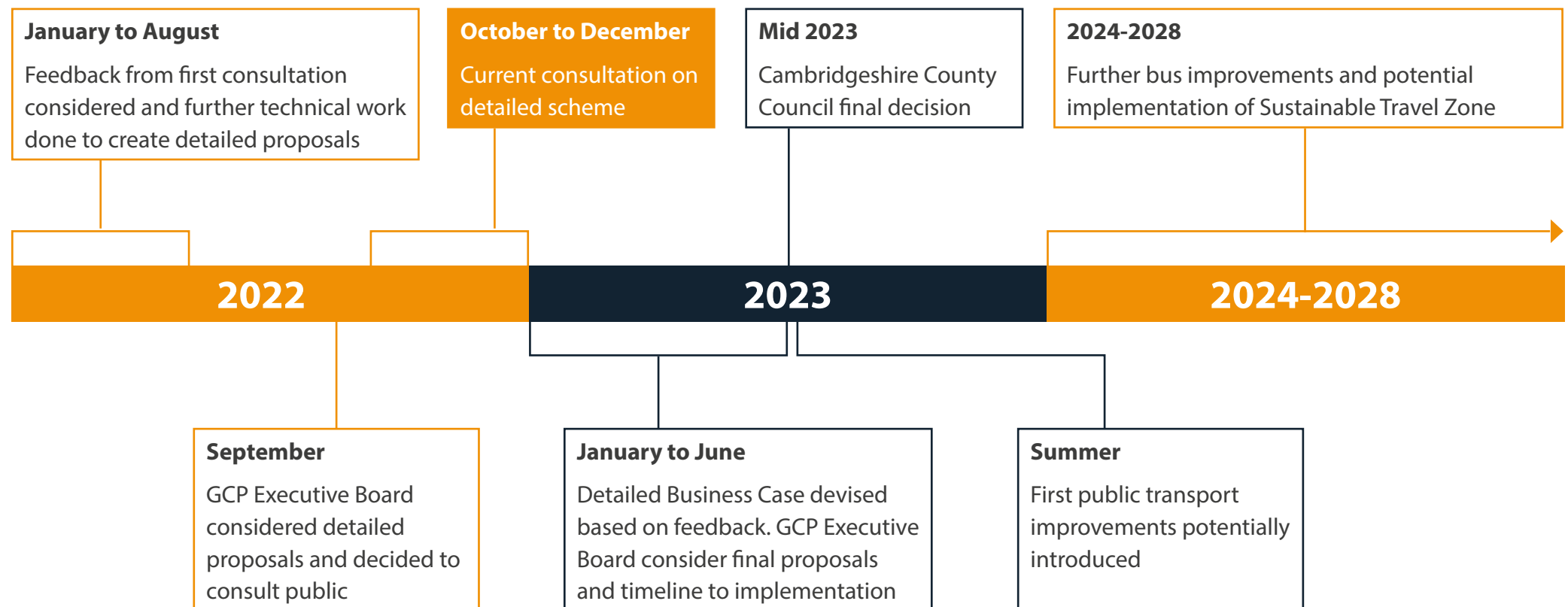
- The GCP is improving **connections** for public transport journeys and walking and cycling links with bus and cycle lanes completed on Histon Road. Work started on Milton Road in the summer.
- A review of Cambridge's **road network classification** is underway, assessing how traffic and people move about the city and what improvements can be made. Results and recommendations are expected during the next year.
- **An integrated parking strategy** is currently being developed to ensure future parking demand in Greater Cambridge is met.
- **New rail connections** are also being established in the region, including through the development of Cambridge South railway station (due to open in 2025) and the proposed East West Rail, connecting Oxford and Cambridge.

More about each of these GCP-led schemes can be found online at: **www.greatercambridge.org.uk/sustainable-transport-programme/sustainable-travel**

NEXT STEPS

The timeline below shows the journey since the consultation last year, where we are now, and what happens next.

After the consultation is complete, a summary of findings will be published online based on people's responses. The findings will be used to put together a detailed Business Case that contains the final details of the proposals. The GCP Executive Board would then consider that Business Case, decide whether to go ahead with the proposal and consider the timeline to implementing each part of the scheme. Cambridgeshire County Council, the local Highway Authority, will make the final decision in relation to any Sustainable Travel Zone and will be responsible for implementing it.



About the GCP

The Greater Cambridge Partnership (GCP) is investing in many projects to improve the quality of life for everyone in our area. We are working with local councils, businesses and academia to improve transport. This will support the shift to decarbonisation and create an inclusive economy. This means ensuring residents benefit from cleaner air, more green space, and access to a wider choice of work, education, health and leisure opportunities.



If you would prefer a copy of this document in large print, Braille, audio tape or in another language please email: **consultations@greatercambridge.org.uk**

Stay informed

You can stay informed about the scheme by visiting **www.greatercambridge.org.uk/mc-2022** or keeping an eye on social media:



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[#GCPMakingConnections](https://twitter.com/GCPMakingConnections)



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**The consultation
closes at midday
23 December 2022**

