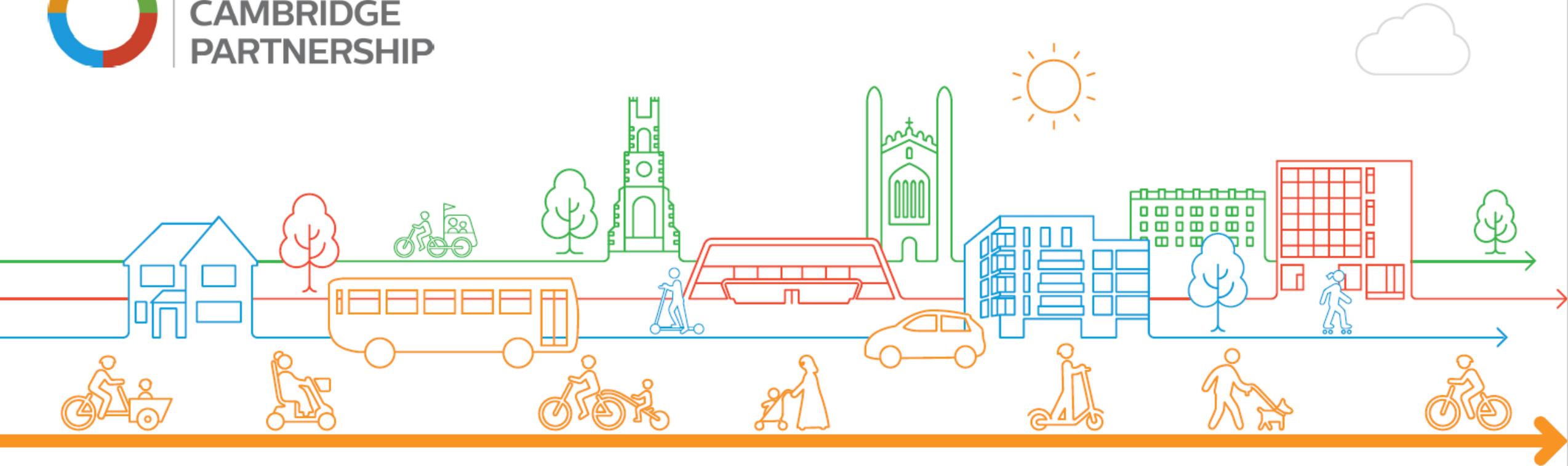




GREATER
CAMBRIDGE
PARTNERSHIP



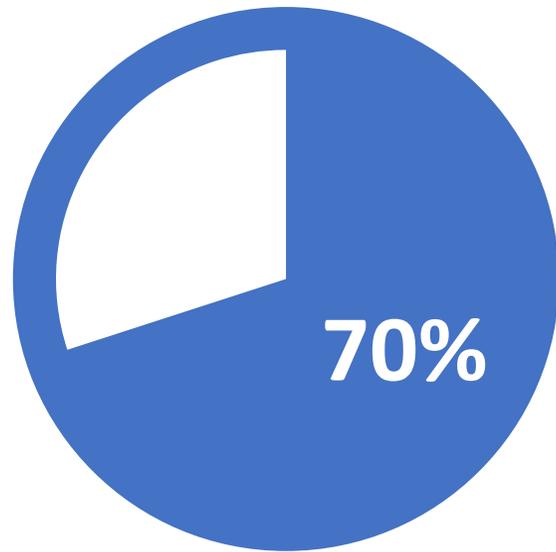
Making Connections 2022

GCP Executive Board/Joint Assembly June 26, 2023

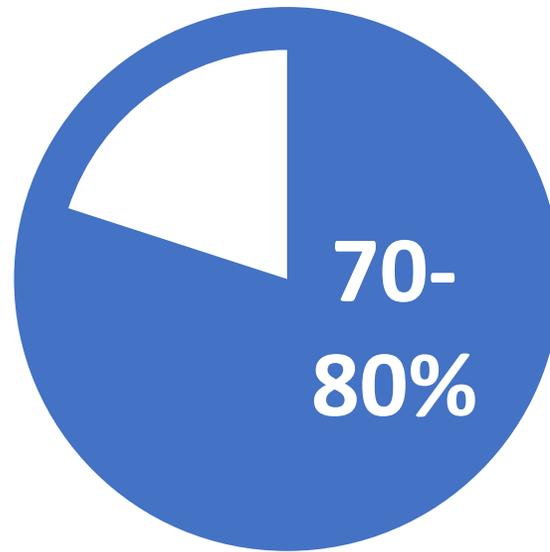
Consultation survey headlines



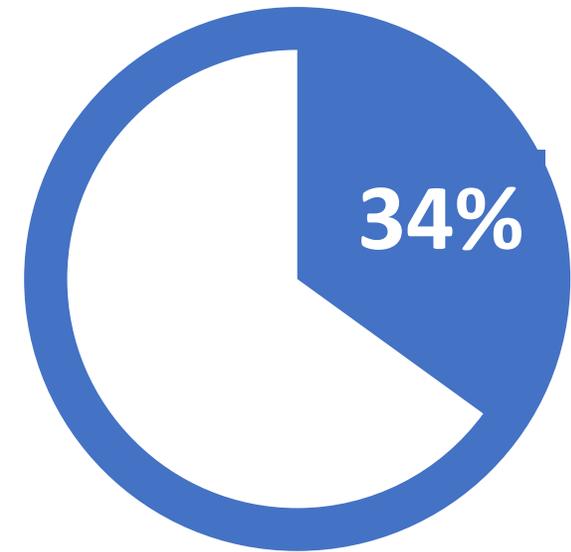
Bus proposals



Sustainable travel* & public realm proposals

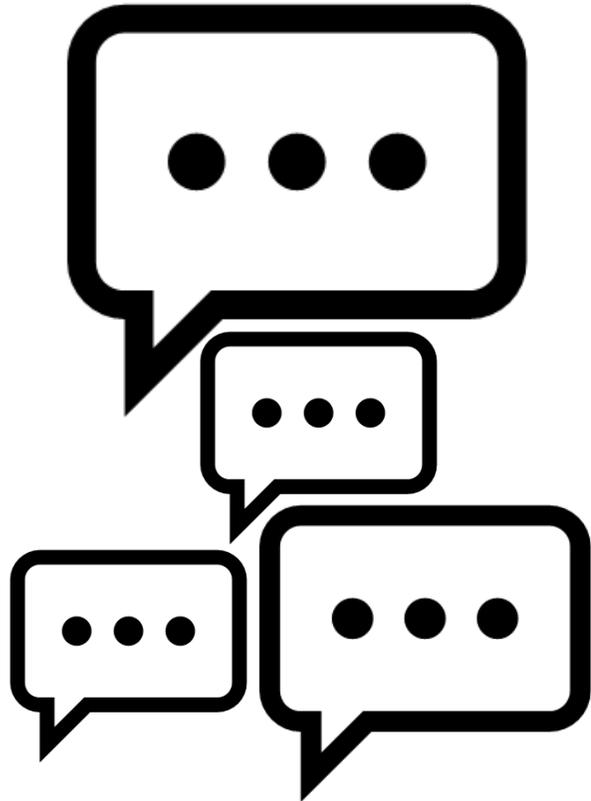


STZ proposals



* Except car clubs: 38%

Issues arising from the consultation



- Should **hospitals** be in the zone?
- Is the zone **too large**?
- Should there be a **resident exemption**?
- Should the impact on business, especially **small business & self-employed**, be mitigated?
- Are **charge rates** too high? Should **motorbikes** pay at all?
- Should the charge run **7am-7pm**?
- Concern about impact on **older people**, those who struggle to use public transport, and those on **low incomes**
- How will discounts and exemptions operate **in practice**?
- Difficulties for **parents** using public transport for multiple stops
- Could additional/**alternative means of funding** some improvements be considered?

Options for responding to feedback

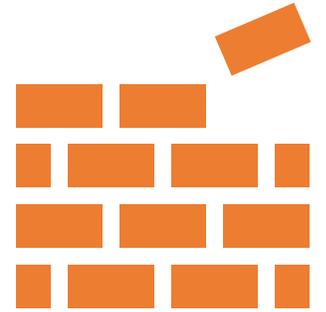


Alter the basic **parameters**

- Hours of operation
- Opening year or phasing in
- Charge rate for vehicles
- Boundary

Alter the **rules**

- Discounts
- Exemptions
- Reimbursements
- Free days



Almost infinite combinations!



Confidential

Localised points, operational detail, tweaks to exemptions or bus network detail can all be picked up with any core option at a later stage

Changes to the STZ proposal will impact delivery of the bus and sustainable travel proposals

Ability to deliver
bus & sustainable
travel
improvements

Responding to
concerns about
the STZ



Illustrative scenarios

MC
2022

- All day charging 7am-7pm
- £5 cars
- £10 vans
- £50 HGVs, coaches

1

- Peak hours only
- Vans £5
- No charge for hospital

2

- 3 free days per week
- Decreasing over time

3

- Peak hours only
- £3 for cars
- No charge for hospital
- Free days

No
STZ

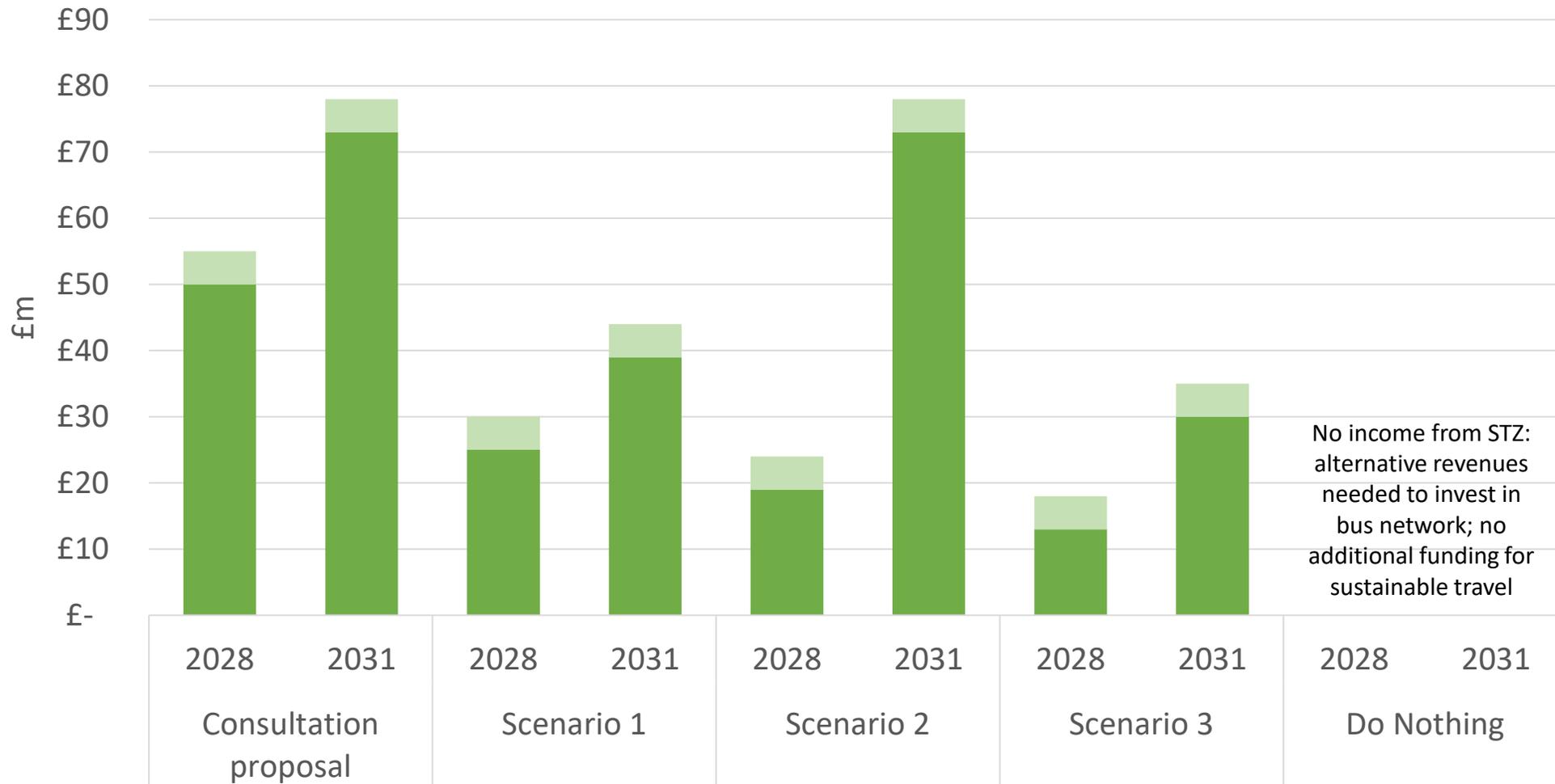
- No charge

Issues to be considered in any scenario



- Finalise the definition of the proposed **low income discount**, in line with consultation feedback
- Whether **charges for mopeds/motorbikes** should be reduced or removed
- Consider consultation feedback on business impacts, and **whether and how the treatment or charging of HGVs and LGVs could be refined** either overall, by sector or by business size
- Consider whether there is a mechanism to provide further support to **unpaid carers** in receipt of benefits, or for **charity volunteers** or **community groups**
- Whether the charge in any scenario might finish at **6pm rather than 7pm** to give more flexibility in the after-work period (which might be an alternative means of supporting some of the groups flagged above).
- Whether any **'free day' scheme** should apply per car, per household, or per address (recognising that there will be competing considerations and, whichever is chosen some may feel it unfair for their circumstances).
- To further consider the impact on residents near the edge of the STZ boundary who **commute out of the zone**.

Revenue impacts of scenarios



All scenarios improve congestion, bus speeds, reliability



2041:
Do Nothing
traffic speeds
9-11 kmph
(5-7mph)

Scenario 1 and 2:
approx. 60-65%
faster

Scenario 3:
approx. 50%
faster

Equalities issues to consider



- Investment in buses in general is a progressive measure
- Positive benefits for protected characteristic groups and lower income citizens
- Key workers and shift workers less likely to be able to vary their working hours to avoid a peak-only charge where as 'free days' are of equal benefit
- Scenarios with slower bus rollout may disproportionately impact rural residents who are lower income but don't qualify for exemptions
- Scenario 3 is least likely to benefit those living further away from Cambridge
- Bus services will further decline in Do Nothing scenario impacting poorest and PCGs most

Business issues to consider



- The STZ will affect businesses differently depending on sector and size
 - Most businesses will incur cost (to varying extents) from increased delivery costs
 - Offset (to varying extents) by time savings and the extent to which they pass costs on to customers
 - For most businesses negative impacts will be felt early, then abate over time
- Services and leisure sectors should benefit from better accessibility for customers, especially evening buses – also ability to recruit in low paid hospitality & retail roles
- Scenarios 1 and 3 allow business travel in middle of the day offer greater flexibility and lower impact for business. Scenario 2 offers free day passes to business accounts.
- Reducing the cost for vans likely to disproportionately benefit small businesses and self employed
- Ability to attract and retain staff (especially key workers and lower paid) will be increasingly difficult in a 'Do Nothing' scenario

Bus network



Network depends on charging scenario but key principles/ findings:

Less focused on city centre

Park and rides become multi-mode travel hubs, connected to more places

More orbital routes reflecting changing shape of city

Focus on filling gaps poorly served

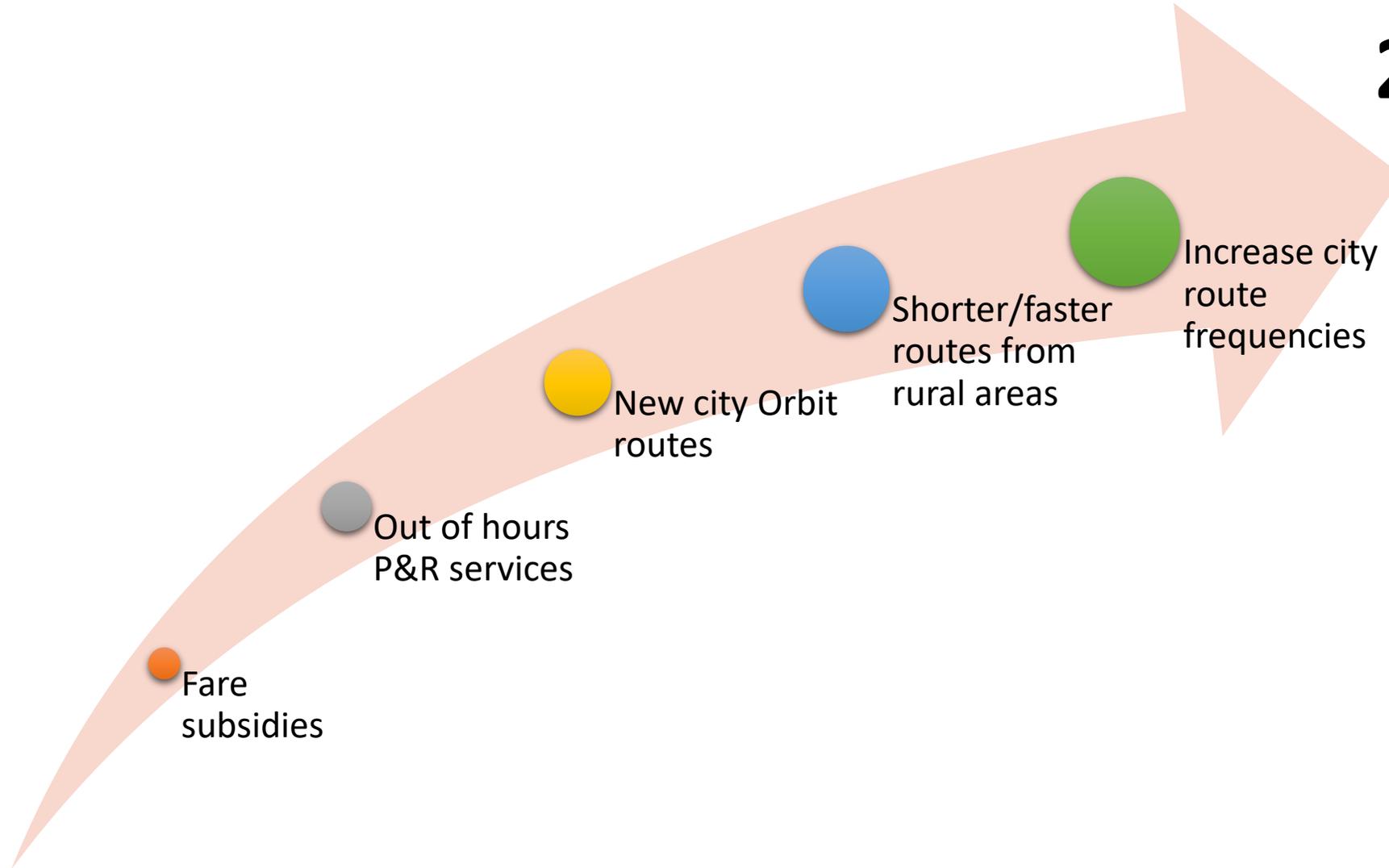
Focus on usability and safety of the network

Frequency and reliability matters to people as much as fares and new routes – but cannot be delivered with revenue alone

Potential bus service ramp up



2024



2027-8

The Executive Board will be asked to:



- Note the feedback from the consultation
 - Note and comment on the illustrative scenarios for modifying the scheme
 - Request GCP officers to work with CCC officers to develop a preferred option for consideration in the Autumn
 - Agree to work with CPCA to input these findings into their bus reform work and network review
 - Develop detailed proposals for introduction of early bus improvements based on the GCP £50m for decision in December
- 