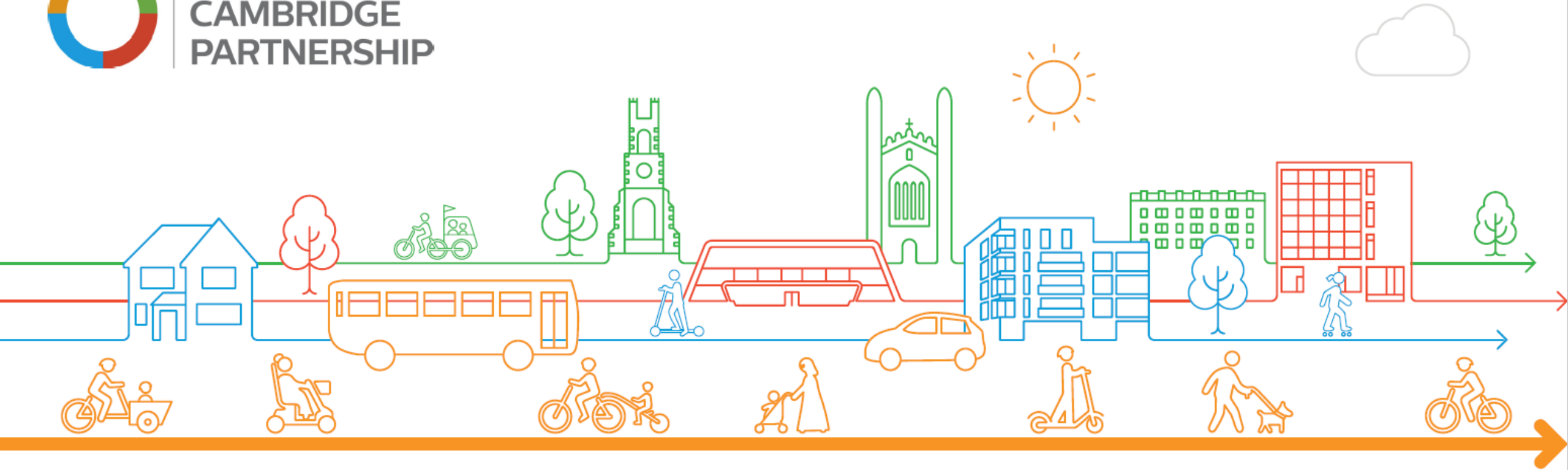




GREATER
CAMBRIDGE
PARTNERSHIP

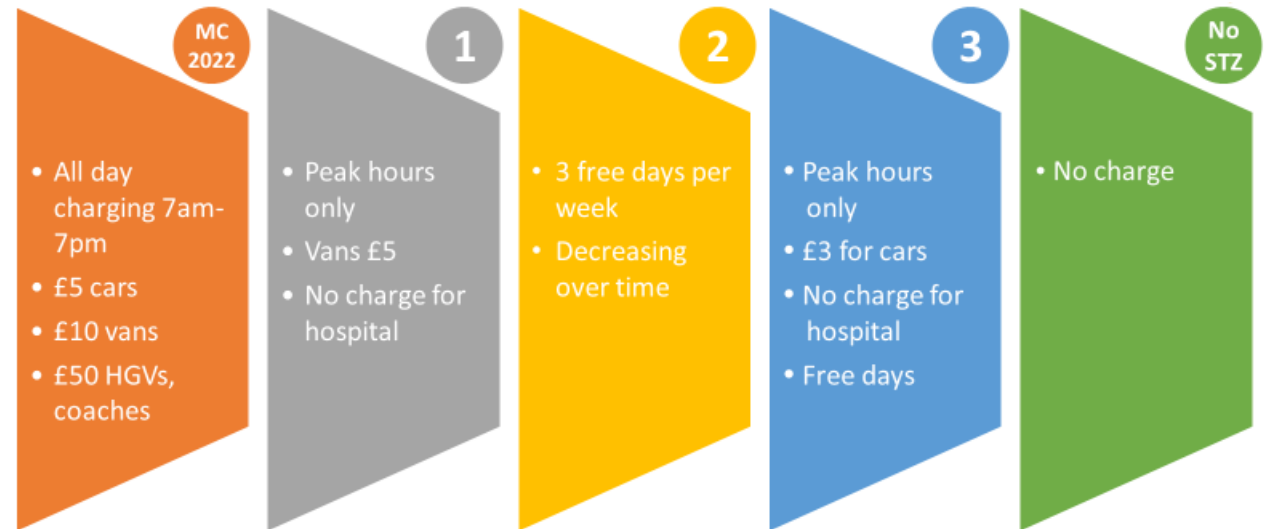


Making Connections 2022

GCP Joint Assembly September 7th, 2023

OBC – scenario based

- June paper set out a series of illustrative scenarios
- We have firmed these up and refined them, testing variants in the OBC
- Overall: a case could be made for any of three scenarios, or permutations of them.
- The decision is therefore about the scale of benefits to be delivered and how much of the scheme's objectives can be achieved.

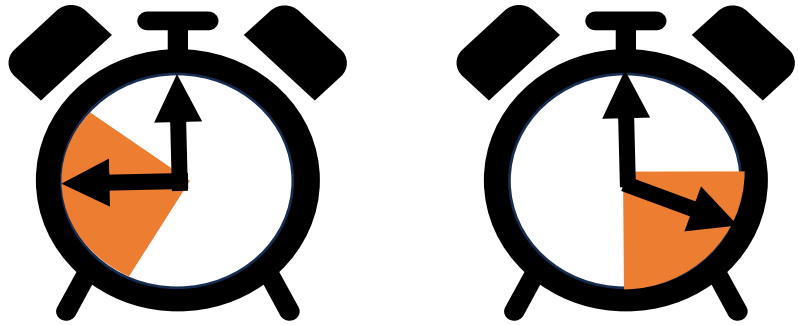


Ability to deliver bus & sustainable travel improvements

Responding to concerns about the STZ



Recommended scheme ("Scenario 1A") – raises £31m annual net revenue to invest in bus and sustainable transport



Peak time only charging
7am-10am 3pm-6pm



£5

50% low income discount



£10

50% local SME discount



£50



£0

100% discount



50 free days a year
(indefinitely)

Other exemptions

Disability; care workers; community transport vehicles; A&E or labour ward visits; patient/visitor/staff exemptions defined by the hospital; public & school bus services; emergency service vehicles; ZEV taxis and/or wheelchair accessible taxis

“You said: we did”



Why should I pay when it's not congested?



Charging only at peak times: 0700-1000 and 1500-1600

What about those on lowest incomes?



50% reduction whilst in receipt of benefits, 25% discount for two years afterwards

How will small business manage?



50% discount for local SMEs vehicles ; no charge for any deliveries outside of peak times

Sometimes I just need to use a car!



50 free days a year for everyone

What about evening social, caring, voluntary and sport activities?



Charge ends at 6pm instead of 7pm, availability of free days and 50% discount for those receiving Carer's Allowance

What about disabled people without a blue badge?



Those in receipt of mobility PIP also exempt

What about informal carers?



Those in receipt of Carers benefit don't pay

Why should motorbikes pay the same as cars?



100% discount for powered two wheelers

Why should I pay to go to, or visit someone in hospital?



Mirroring hospital defined exemptions, and hours reduced to peak only

Bus network map



Cheap fares

...meaning more affordable travel



More routes

...connecting more people and places



Higher frequency, faster services

...offering a real alternative



Longer operating hours

...providing freedom to travel at more times of day



Simple ticketing



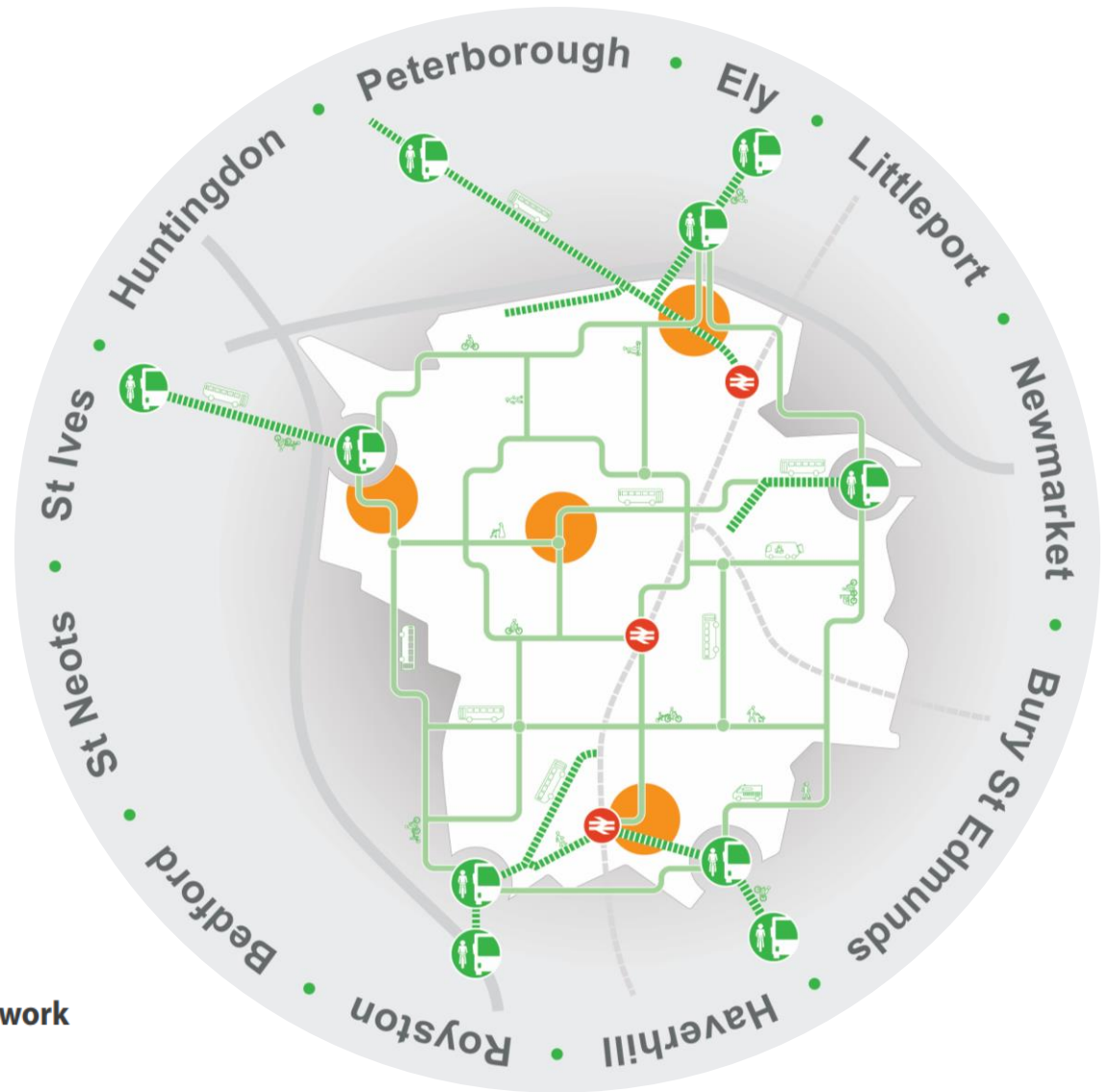
Better bus infrastructure

... making journeys safer and more pleasant



More rural services

...providing connections to market towns, rail stations and the core bus network



The long term bus offer



Cheaper fares

£1 single trips within the STZ including P&R

Access to CBC

- Longer operating hours to better meet hospital shift times
- Frequency and capacity on P&R routes to CBC
- New direct route from the north of the city

Services into Cambridge

- New services into Cambridge
- Higher frequency on the busways
- Frequency and speed enhancements on existing routes
- Expand DRT pilots

Services within the STZ

- New routes in the east of the city
- Additional frequency and capacity
- New orbital routes

A better journey

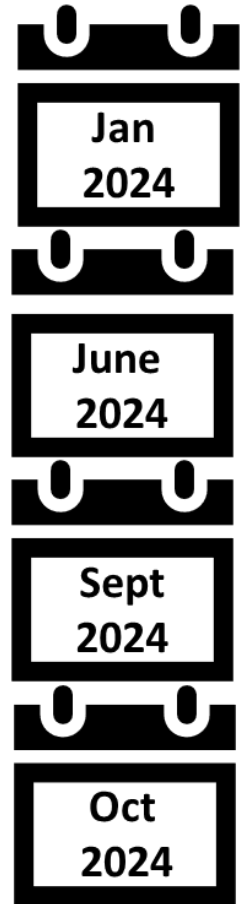
- Integrated ticketing across operators
- Better journey time information
- Safer more pleasant waiting facilities

Also underway

(not funded via STZ)

- New busways
- New greenways
- Cambridge South station
- Cross city cycling and other active travel schemes

How might 2024 look? (GCP £50m)



More buses to Addenbrooke's at shift times, 7 days / week

More Park and Ride buses to Addenbrooke's, 7 days / week

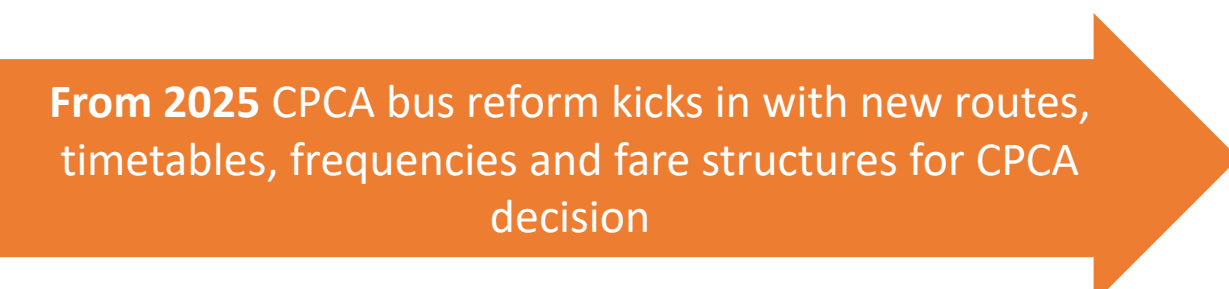
Links connecting market towns to Cambridge

Faster links to large villages around Cambridge

October 2024 – Reduced Fares

Based on current network

Consistent with emerging CPCA network review



From 2025 CPCA bus reform kicks in with new routes, timetables, frequencies and fare structures for CPCA decision

Sustainable Travel Fund (indicative)



- Range of interventions in sustainable travel infrastructure, services and maintenance
- Pedestrian facilities, public realm improvements
- Cycle facilities and segregation as well as wrap around services such as secure parking
- Maintenance of sustainable travel infrastructure
- Bike loan schemes
- Travel planning and integrated information
- Safety measures
- Travel hub facilities and safety

Paper recommendation and contents



"The Joint Assembly is asked to comment on the Outline Business Case, and in particular to assess whether it supports a modified scenario 1 (Scenario 1A), as described in section 5, as the preferred option to achieve scheme objectives whilst responding to consultation feedback."

- **Interim Outline Business Case**
- Options Appraisal Report
- Appraisal Specification Report
- Socio-Distributional Impact Assessment
- Business Impact Assessment
- Equality Impact Assessment
- Discounts Exemptions & Reimbursement technical paper
- Quantified Risk Assessment
- Summary Impact Tables
- Boundary update paper