



# **Joint Assembly City Access**

**8<sup>th</sup> September 2022**



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# Public transport and city access strategy

The paper presents consultation findings and new technical work

The Joint Assembly are asked to consider the proposal to consult on a package of measures comprising:

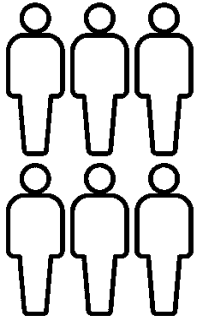
- A transformed bus network, offering faster, more frequent, more reliable services with longer operating hours and new routes;
- Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements; and
- A Sustainable Travel Zone consisting of a road user charge designed to fund the bus and active travel improvements and reduce traffic levels to deliver these, alongside tackling pollution and emissions, and supporting improved social, health and wellbeing outcomes.



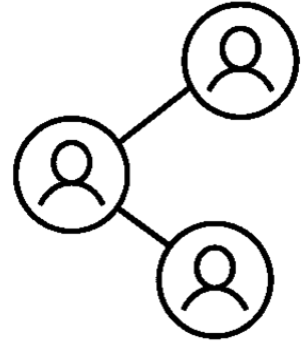
# The challenge for Greater Cambridge

- Significant population growth experienced over last 20 years;
- Congestion 2<sup>nd</sup> worst in the UK after London – makes bus services slower, less reliable and more expensive to run;
- Further growth predicted with implications for how we make journeys in future – post-covid car travel recovering faster than public transport;
- Poor public transport cuts people off from opportunities, particularly those on lower incomes and/or in more rural areas;
- 121 deaths in Greater Cambridge in 2021 attributable to air pollution – traffic main source of emissions;
- 45% emissions in Cambridgeshire are from transport
- 2050 net zero legally-binding target requires at least a 15% reduction in private car mileage.

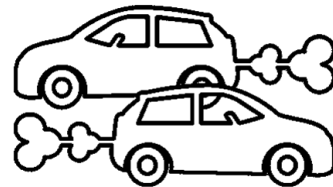
We're expecting the population to grow by 28%



We need to double the size of the bus network and triple the number of passengers

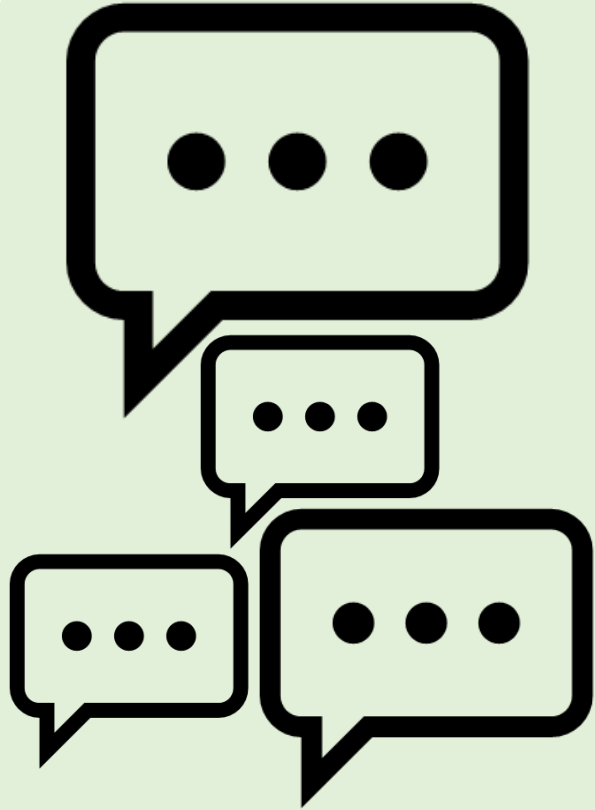


To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels – 20-25% on 2019 levels



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# Five years of engagement and consultation



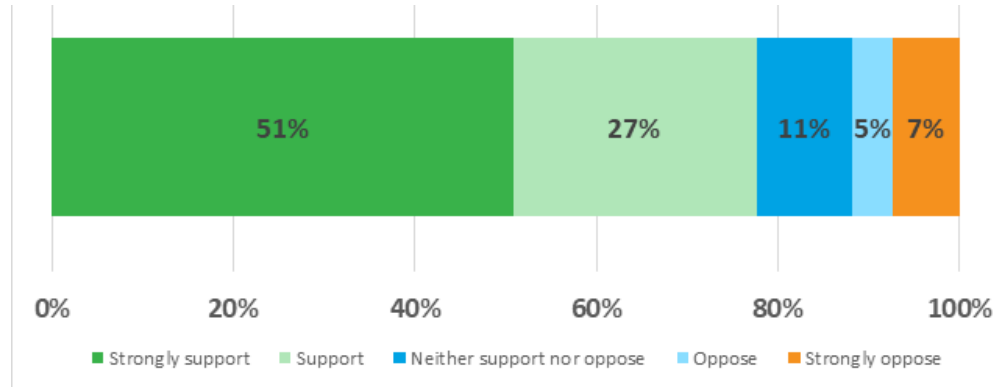
A series of consultations reviewed options for how to improve the city's environment:

- **2017 – Our Big Conversation**  
Traffic and congestion slowing journeys said to be the biggest challenge, improvements to buses, walking and cycling identified as a potential solution
- **2019 – Choices for Better Journeys**  
Supported the principle of demand management with the city
- **2019 – Citizens' Assembly**  
Called for bold action to reduce/restrict traffic and supported principle of road charging to fund public transport improvements
- **2021 – Making Connections**  
Supported the proposals for the bus network and mechanisms to deliver improved services, including road user charging



# Making Connections 2021 – shaping the proposals

Support for bus network proposals



- 78% supported the bus network proposals
- 71% supported the overall aims of the proposals
- 68% supported the idea of reducing traffic to improve walking and cycling
- 52% supported the idea of reducing traffic to improve public spaces

## A charge:

- Preference for options involving charging cars to drive in an area over options involving new or additional parking charges;
- Preference for lower charge covering a larger area (41%) over higher charge/smaller area (36%);
- Small majority in favour of peak-time charging (51%).

## Using charging income:

- 27% prioritised spending new money on more frequent bus services, 19% on cheaper fares, 16% on longer operating hours and 15% on more direct services
- 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





# A transformed bus network

- **Cheaper tickets:** £1/£2 flat fare
- **Longer hours:** 5am to 1am
- **Vastly improved services:** new routes, higher frequencies, express services, additional destinations, better passenger experience.
- **Covering the whole travel to work area:** Huge expansion of rural routes plus Demand Responsive Transport
- **Alignment with CPCA bus reform**

- Double the size of the current network;
- Scale of investment not seen before – one of highest in UK.



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# Transformed Services

- **Faster journeys with more direct services and more express services**
- **Shorter waiting times with more frequent services**
  - up to 8/hour in Cambridge
  - up to 6/hour on key corridors from market towns
  - hourly on rural routes
- **A bus for everyone**, including expanded Demand Responsive Transport

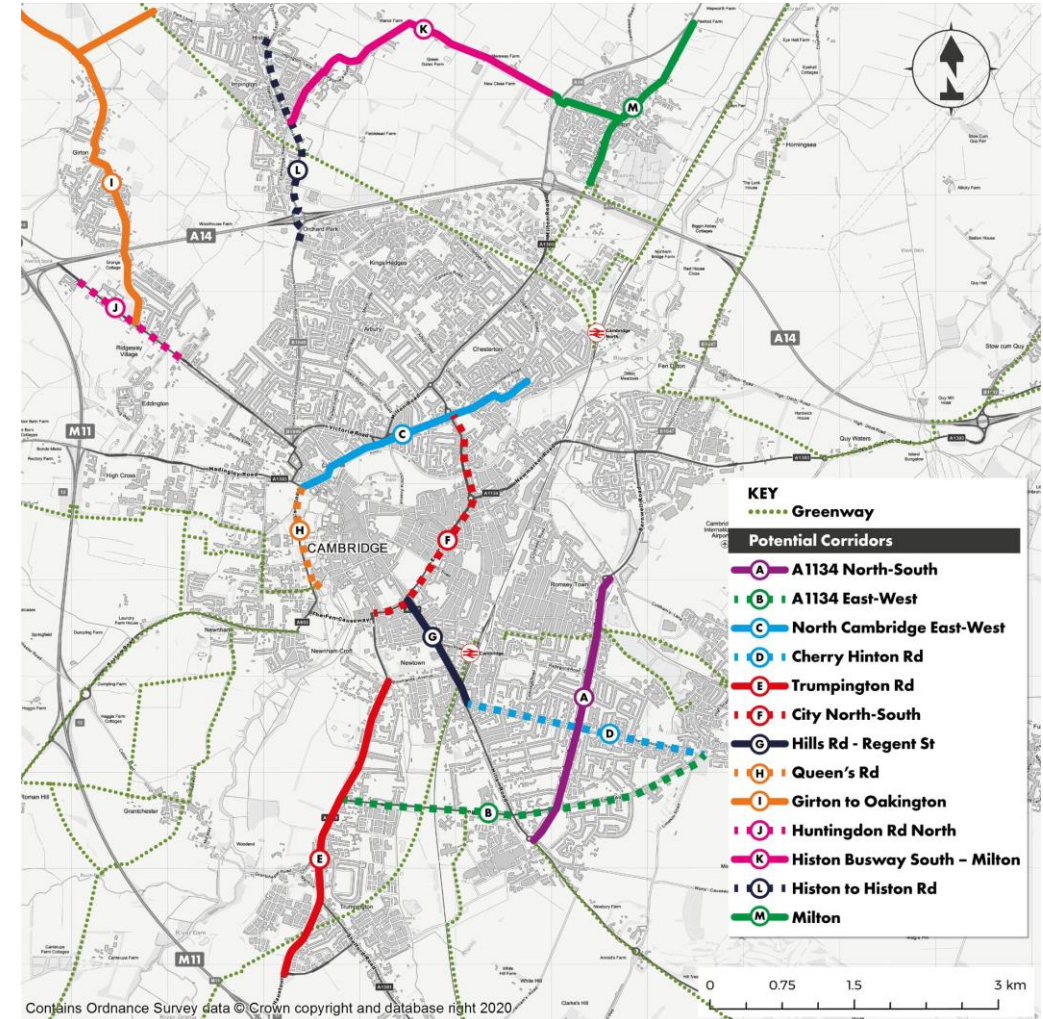
- **Better integration with other networks** including rail, walking and cycling and car clubs
- **Better passenger experience** on the bus and at bus stops
- **Simpler, cheaper ticketing** with fare caps, integrated ticketing and tailored fares for certain groups e.g. families





# Sustainable Travel Measures

- More space for walking and cycling
- Segregated cycleways
- Quieter roads



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# Sustainable Travel Zone

- Sustainable Travel Zone across an area, not a cordon
- 7am-7pm, weekdays
- £5 charge, city-wide
- Targeted discounts/exemptions/reimbursements

## Phased implementation

- Bus improvements will be delivered first
- Proposed consultation would explore options for the Sustainable Travel Zone initially operating for shorter hours and/or targeting larger vehicles such as lorries and coaches



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# Sustainable Travel Zone – charge levels

- Charge would be payable once each day for vehicles driving within the zone.

Vehicle category	Proposed charge level (per day)	
Cars	£5	
Motorbikes and mopeds	£5	
LGVs	£10	Explore a 50% discount for zero emission vehicles as part of the consultation
Vehicles with over nine seats, not including registered bus services and coaches	£10	
HGVs	£50	
Coaches	£50	
Registered bus services	100% discount, with potential to link this to the CPCA's 2030 zero emission bus ambition	
Hackney Carriages (Taxis)	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible £5 for those not meeting this	
Private Hire Vehicles	100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible £5 for those not meeting this	



# Sustainable Travel Zone: discounts and exemptions

## 100% discount or exempt

1. Emergency and military vehicles
2. Disabled tax class vehicles
3. Breakdown services
4. NHS tax exempt
5. Dial-a-ride services
6. Certain local authority operational vehicles
7. Blue badges – nominate 2 vehicles
8. People on low incomes (25-100% discount)
9. Buses (review for petrol/diesel in 2030 in line with zero emission ambition)
10. Hackney taxis and private hire vehicles meeting Cambridge City Licensing conditions on emissions and accessibility
11. Car club vehicles (official providers)

## Reimbursements

1. NHS patients clinically ill or too vulnerable for public transport
2. NHS staff using vehicle to carry certain items
3. NHS and other emergency services staff responding to an emergency when on call
4. Other essential emergency service trips made in business vehicles e.g. fire inspections
5. Social care, peripatetic health workers and CQC-registered care home workers
6. Minibuses and LGVs used by charities and not-for-profit groups

*Will be worked through with providers during consultation*



# The proposals: Summary

- Plans for one of the biggest ever bus network transformations seen in the UK that would deliver cheaper fares, new routes, more frequent services with longer operating hours and a huge increase in coverage for rural places across the travel to work area
- Continued improvements to cycling and walking infrastructure and supporting public space enhancements enabled by lower traffic levels
- Introducing a Sustainable Travel Zone to generate the necessary revenue to fund the bus and active travel improvements, tackle pollution and emissions, and support improved social, health and wellbeing outcomes





# Benefits and Impacts



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# Benefits and Impacts - £5 per day, 7am to 7pm weekdays



Reduces traffic, congestion and emissions



Funds transformation of bus network



Funds walking and cycling infrastructure



Funds wider measures to enhance mobility

## Impacts on car use

- 50% reduction of car trips in the charging zone

## Impacts on public transport

- 40% increase in public transport in the charging zone and the wider South Cambridgeshire area
- 30% increase in public transport use in wider travel to work area

## Other impacts

- 30% increase in walking and cycling within the charging zone
- 5% reduction in greenhouse gases from reduced mileage



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# Benefits and Impacts – Reliability

- A key outcome will be reliable traffic conditions all day, every weekday
- This will remove uncertainty and the need to build in extra “planned time”
- Benefit buses, car drivers, business journeys and freight
- Reliable buses will give people confidence they can depend on them



# Benefits and Impacts - Assessments

Impact assessments have been undertaken on the following areas:

- Equalities
- Social and distributional
- Air quality, Noise and Carbon
- Health impacts

We have used these assessment to inform the bus and active travel package and Sustainable Travel Zone development, including the suite of discounts, exemptions and reimbursements.

Overall, these initial assessments are broadly positive or neutral in their overall assessment.

They identify a smaller number of issues to be explored further through the consultation to better understand them and seek enhancements or mitigations to remove or minimise the impacts.

Impacts will continue to be assessed throughout scheme development





# Benefits and Impacts - conclusions

This scheme is unlocking significant benefits across a range of objectives, including:

- Improving access to employment, education, services and leisure, particularly for those on low incomes or without access to a car;
- Significant reductions in carbon emissions; and
- Improved health through greater levels of active travel and better air quality;

Stable and continued funding for an affordable and attractive sustainable transport network

Further engagement to ensure potential negative impacts are thoroughly understood and assessed, and mitigations identified, including through the consultation.

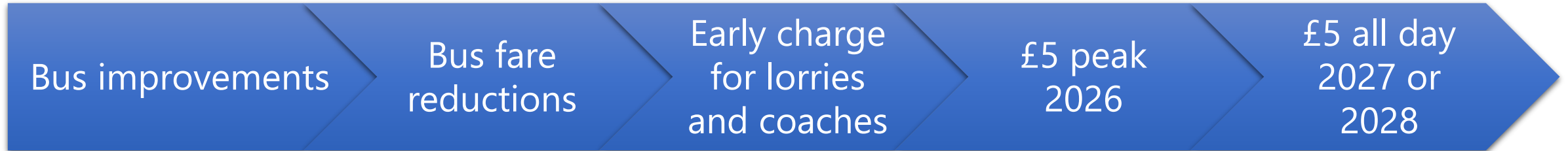


# Delivery and phasing



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# Sustainable travel zone: phasing



- From mid-2023 – priority service improvements
- From 2024 – proposed £1/£2 flat fare introduced
- 2025-2027 – services continue to ramp up
- From 2025 – peak-time road user charge for larger vehicles
- From 2026 – peak-time road user charge applying to all vehicles from 7am-10am weekdays
- From 2027 or 2028 – full Sustainable Travel Zone proposals implemented – 7am-7pm weekday charge



# Delivering bus measures

Improving confidence in bus services through early delivery of priority schemes and fare reductions.

Our proposal to develop and fund transforming buses is possibly more important than ever given post-covid travel patterns.

We have allowed time to gradually ramp up services and fares reductions over the first 3-4 years, before the 7am-7pm charge is introduced.



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# Proposed Public Consultation

- Suggesting a major public engagement and consultation exercise to give people opportunity to comment on everything in the package;
- Opportunity to shape the bus network proposals, walking and cycling improvements and other measures;
- Consultation would be a Statutory Consultation for the Sustainable Travel Zone, with questions covering the suggested area and boundary, hours and days of operation, and proposed charge levels, discounts, exemptions and reimbursements;
- Targeting the whole travel to work area, with tailored approach to hear from seldom heard groups and those identified as potentially negatively impacted in the Equality Impact Assessment.



# Next steps and timeline

