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## Greater Cambridge Partnership

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# Making Connections

## Appendix G: Equality Impact Assessment

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## Appendix G: Equality Impact Assessment

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Quality Control

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# Contents

<b>GLOSSARY OF TERMS AND ABBREVIATIONS</b>	<b>7</b>
<b>1 INTRODUCTION – APPROACH TO THE EQIA UPDATE</b>	<b>9</b>
1.2 STUDY AREA	16
<b>2 ASSUMPTIONS INFORMING THE ASSESSMENT</b>	<b>18</b>
2.2 AGE	18
2.3 DISABILITY	22
2.4 ETHNICITY	24
2.5 GENDER REASSIGNMENT	27
2.6 LOW-INCOME	28
2.7 PREGNANCY AND MATERNITY	31
2.8 RELIGION OR BELIEF	32
2.9 SEX	33
2.10 SEXUAL ORIENTATION	35
2.11 CHARACTERISTICS NOT COVERED BY THE EQUALITY ACT 2010	37
<b>3 ASSESSMENT OF PROPOSED BUS SERVICE IMPROVEMENTS UNDER THE SCENARIOS BY KEY THEMES</b>	<b>42</b>
<b>4 ASSESSMENT OF THE STZ CHARGE PROPOSALS UNDER THE SCENARIOS BY KEY THEMES</b>	<b>46</b>
<b>5 ASSESSMENT OF SUSTAINABLE TRANSPORT INDICATIVE PROPOSALS</b>	<b>52</b>
<b>6 EQUALITY IMPACT ASSESSMENT OVERVIEW BY PROTECTED CHARACTERISTIC GROUPS AND OTHER CATEGORIES</b>	<b>55</b>

<b>7</b>	<b>CONCLUSIONS (INCLUDING SUGGESTED MITIGATIONS AND QUERIES FOR FURTHER CONSIDERATION)</b>	<b>64</b>
<b>7.1</b>	<b>SUGGESTED MITIGATIONS AND RECOMMENDATIONS</b>	<b>64</b>
<b>7.2</b>	<b>FOLLOW-UP QUESTIONS</b>	<b>65</b>
<b>7.3</b>	<b>CONCLUSIONS</b>	<b>67</b>
	<b>APPENDIX A- BASELINE DATA</b>	<b>68</b>
	<b>APPENDIX B - MAPS OF KEY SOCIO DEMOGRAPHIC INDICATORS</b>	<b>77</b>

**List of Tables**

Table 1-1 Possible features of the three scenarios	13
Table 1-2 Discounts and exemptions summary	15
Table A-1 Age	68
Table A-2 Disability	68
Table A-3 Ethnicity	69
Table A-4 Gender identity	71
Table A-5 Personal Independence Payments	72
Table A-6 Pregnancy and maternity	72
Table A-7 Religion	72
Table A-8 Sex	73
Table A-9 Sexual orientation	73
Table A-10 Armed forces veterans	74
Table A-11 Unpaid care	75
Table A-12 Care leavers	75
Table A-13 Blue Badge holders	76
Table A-14 Gross weekly pay	76
Table A-15 Hate crime	76



**Figures**

Figure 1-1 Potential proposed sustainable travel zone	10
Figure 1-2 EqIA study area	17



## Glossary of terms and abbreviations

Abbreviation	Term	Definition
AQMA	Air Quality Management Area	An area which is deemed unlikely to meet national air quality objectives without further intervention.
	Minority ethnic groups	The population who identifies as being of a Minority Race.
CRC	Cambridge Regional College	
DER	Discount, exemption or reimbursement	Discount is a reduction in charge, exemption is not having to pay the charge and reimbursement is paying the charge and getting it fully or partially refunded afterwards.
DLA	Disability Living Allowance	A monthly, tax-free payment which is designed to help with the extra costs for additional care or mobility needs as a result of a disability.
EqIA	Equality Impact Assessment	An assessment of whether a policy, project or scheme unlawfully discriminates against a protected characteristic group, as designated under the Equality Act (2010).
GCP	Greater Cambridge Partnership	
GFR	General Fertility Rate	The number of live births in a geographic area in a year per 1000 women of childbearing age.
LSOA	Lower Super Output Area	A standard geographical area with an average population of 1500 people or 650 households.
NINo	National Insurance Number	National Insurance Number allocations to adult overseas nationals entering the UK. Sometimes referred to as 'National Insurance registrations.
OBC	Outline Business Case	Provides a basis for approval of the project need, objectives and preferred option.
PCG	Protected Group Characteristics	Social groups defined as per the Equality Act 2010. The nine groups are age, disability, gender reassignment, pregnancy and maternity, race, religion, sex, sexual orientation, marriage and civil partnership.
PIP	Personal independence payment	
PSED	Public Sector Equality Duty	A duty set out in the Equality Act 2010, which public authorities must comply with. The duty aims to make sure public authorities consider discrimination and the needs of people who are disadvantaged or suffer inequality, when they make decisions about how they provide their services and implement policies.
SDIA	Social distributional impact assessment	
SEN	Special education needs	SEN covers a wide range of needs, including behavioural, emotional and social difficulties, speech, language and communication, hearing



<b>Abbreviation</b>	<b>Term</b>	<b>Definition</b>
		impairment, visual impairment, multi-sensory impairment, physical disability and autism.
STZ	Sustainable Travel Zone	The proposed Sustainable Travel Zone is an area within which vehicles would be charged for driving at certain times.
TFR	Total Fertility Rate	The sum of the age-specific fertility rates for all women, multiplied by five for each of the seven five-year age groups from 15-19 to 45-49.





## 1 Introduction – Approach to the EqIA update

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- 1.1.1. The Greater Cambridge area has seen substantial housing and employment growth in the past decade, which is expected to continue. This will bring more opportunity and prosperity to Greater Cambridge and beyond. This exacerbates the need to transform the transport network so it can meet the needs of the area now, and for future generations.
- 1.1.2. Consequently, Greater Cambridge is facing several pressures over the coming years, with continued growth of traffic congestion, limited public transport choice, poor air quality, high levels of carbon emissions, car-dominated environments and difficulty accessing opportunities and daily needs for students, workers and residents who rely on public transport.
- 1.1.3. Currently, congestion in Greater Cambridge is among the worst in the UK and as of 2022 car use was at 92% of pre-Covid levels. In 2022, bus usage had not recovered and was only at 73% of pre-Covid levels. High traffic levels mean journeys on the road, whether by car or bus, are slow and unreliable. A car-based system can also make the city less liveable for those who must rely on other modes such as public transport or active travel, which are made less effective, more difficult, or more dangerous with high levels of car use.
- 1.1.4. For those without a car, the combination of high cost and poor-quality public transport can limit access to opportunities, leaving people isolated and communities less integrated and more unequal. Disadvantaged groups are more likely to suffer from the health impacts of car use while being less likely to enjoy its benefits.
- 1.1.5. As part of its City Access Programme, the Greater Cambridge Partnership (GCP) is developing 'Making Connections' proposals for improving bus services and other sustainable travel opportunities (for pedestrians and cyclists) in and around Cambridge and the wider area, which would be funded by a congestion charge in a Sustainable Travel Zone (STZ) in the city and its outskirts.
- 1.1.6. Broad proposals<sup>1</sup> were developed in 2022 for introducing cheaper bus fares, additional bus routes, more frequent bus services and longer operating hours for buses across Cambridgeshire and nearby towns. The proposed STZ scheme that would fund these improvements was based on a daily charge for vehicles travelling in, around and out of the STZ between 7am and 7pm, Monday to Friday, alongside a range of discounts, exemptions and reimbursements (DER)
- 1.1.7. A detailed Equality Impact Assessment 2022<sup>2</sup> (EqIA 2022) was carried out before a 13-week public consultation on the proposals in autumn 2022. The EqIA findings of the consultation proposals showed mixed effects across the protected characteristic groups. However, adverse impacts were identified for the Gypsy and Traveller Community and individuals with disabilities who do not possess blue badges or disabled tax class vehicles but rely on cars for travel. No disproportionate and differential effects were identified for those who were married or in civil partnerships. Those aged 25-64 were scoped out of the

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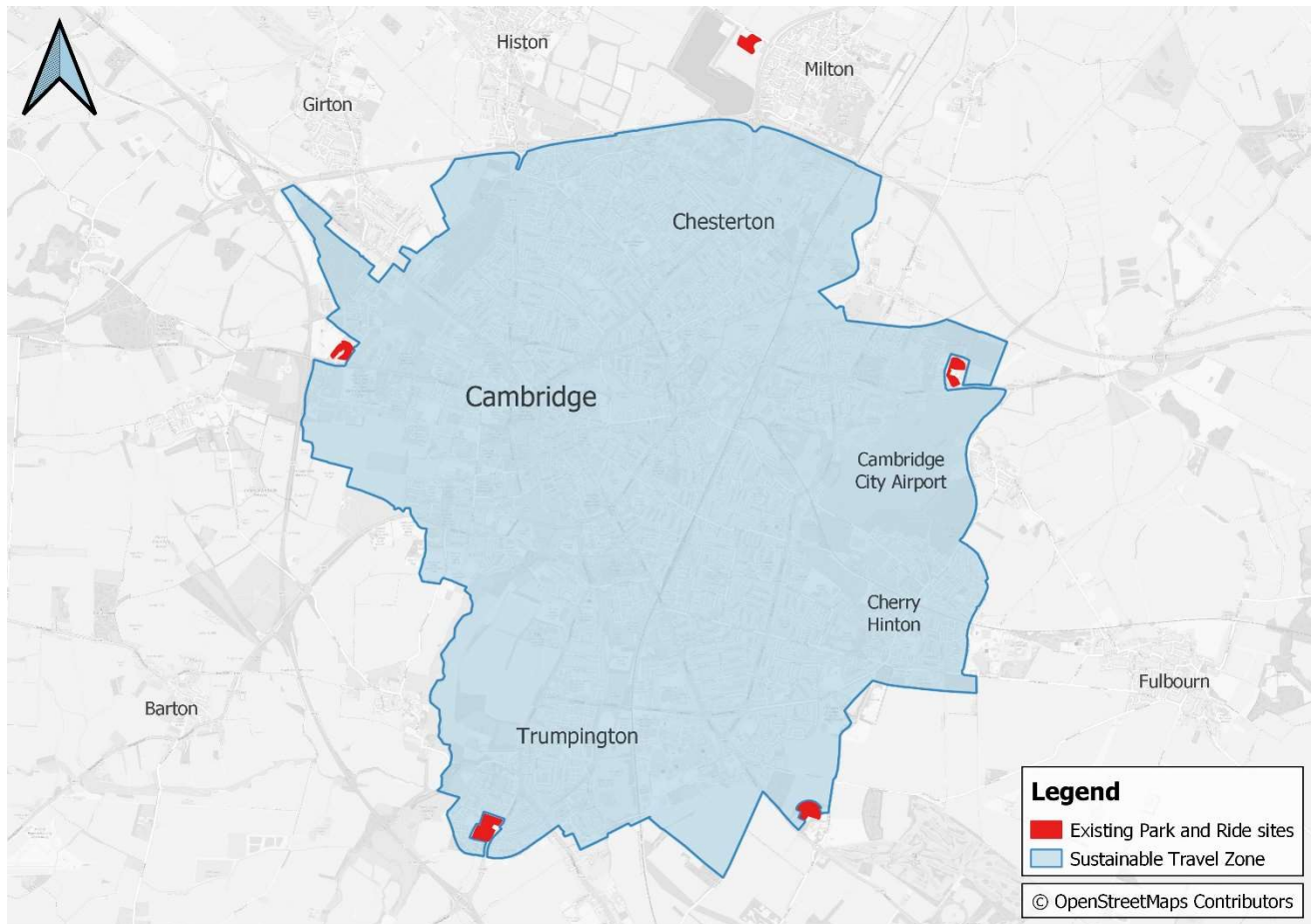
<sup>1</sup> GCP Making Connections 2022, accessed May 2023, [GCP Making Connections 2022 | Consult Cambridgeshire \(engagementhq.com\)](#)

<sup>2</sup> Making Connections EqIA 2022, [Background documents | GCP Making Connections 2022 | Consult Cambridgeshire \(engagementhq.com\)](#)

EqlA, as the authors suggested that this age group would not experience any differential or disproportionate effects related to their age as a result of the Making Connections programme.

Having taken account of the public consultation feedback, the GCP is now exploring three broad scenarios for a STZ charge (with options around exemptions) and with consideration of what this might mean for the level of bus service and sustainable travel improvements that might then be available. See the summary in **Table 1-1**. The bus service improvements are presented first, in the left-hand column, as these are the outcomes which the STZ charge proposals are aimed at making possible. See **Figure 1-1** for the proposed STZ area.

**Figure 1-1 Potential proposed sustainable travel zone**



1.1.8. This EqlA update considers all of the Protected Characteristic Groups (PCGs) in the Equality Act 2010, plus a number of other categories and additional characteristics not covered by the Equality Act 2010. The assumptions informing the assessments are outlined in Section 2. This draws on the local knowledge of the councils' equalities officers, findings from the EqlA 2022 (and baseline data updates) plus the consultation feedback from autumn 2022. The PCGs and other categories (such as characteristics not covered by the Equality Act 2010) examined within this EqlA include:

- Age (children and young people and older people)

- Disability
- Gender re-assignment
- Low-income
- Pregnancy and maternity
- Race
- Religion and belief
- Sex
- Sexual orientation
- Additional characteristics: care leavers, carers and armed forces veterans.

- 1.1.9. As the marriage and civil partnership PCG concerns impacts within the workplace, they were screened out of the PCG screening in the EqIA 2022. This PCG has therefore been scoped out of this updated Making Connections EqIA.
- 1.1.10. Whilst not one of the nine PCGs from the Equality Act 2010, low-income has been included as an additional PCG given the impact the STZ charge could have upon this group.
- 1.1.11. From further engagement with stakeholders, consultation responses and project development, further socio-demographic groups have been highlighted where their vulnerability to be disproportionality impacted crosses over with one or more of the Equality Act PCGs. These groups, include care leavers, carers and Armed Forces veterans.
- 1.1.12. It is also noted that given the rural nature of the areas surrounding the STZ, there are likely to be an increased presence of rural deprivation and isolation in some communities. Consideration of these impacts on these communities has been incorporated across all PCG assessments.
- 1.1.13. In addition to the EqIA, further impact assessments are being undertaken to capture other potential impacts upon the surrounding communities. It should be noted that the social and distributional impact assessment (SDIA) has some overlaps with the EqIA, such as the examination into the impact upon particular PCGs (such as children, older people and low-income groups).
- 1.1.14. Whilst there are overlaps between the EqIA and the SDIA, the SDIA is based on Department for Transport WebTAG for the purpose of the business case and a constituent part of the Appraisal Summary Table. The EqIA sits in a wider space across the Making Connections Programme.



- 1.1.15. A 'do-nothing' scenario has not been conducted for this EqIA; this approach was influenced by the nature of the comparative assessment process which evaluates interventions of 'alternative' options. The assessment of the benefits of the Making Connections programme reveals the consequences of inaction and the missed opportunities of not acting. The anticipated benefits of the Making Connections scheme include:
- Expansion of bus routes and enhanced services, connecting communities to employment opportunities, alleviating congestion, and encouraging a shift to sustainable transport modes.
  - Improved health outcomes, with a reduction in GHG emissions and improvements to air quality, as indicated in the SDIA.
  - The sustainable travel zone is expected to provide a sustainable revenue stream for public transport, enhancing the impacts of recent and ongoing capital investment.
  - Reduced bus travel costs and improved service levels will enhance accessibility for all, including individuals with lower incomes and those without cars, enabling them to access employment and services.
  - The Programme is designed to support Greater Cambridge's position as a globally competitive hub for knowledge intensive industries, by creating conditions in which growth can continue without placing demands on the transport systems and the environment.
- 1.1.16. Collectively, these benefits underscore the rationale for the Making Connections programme. The scheme will particularly be of benefit for children, older people, people with disabilities (in particular those with respiratory conditions). The programme will encourage active travel and will help young people in reaching educational, social, and recreational locations. Similarly, improvements in bus services will benefit disabled people, children, older people, and non-car households.
- 1.1.17. However, some groups may find the STZ charge unaffordable, for example those with slightly higher incomes than the low-income discount threshold, that do not qualify for DER. In addition, while the bus improvements in the area are expected to be transformational, it is the case with some of the scenarios that some areas in Cambridgeshire might not experience equal levels of service or benefits. The Outline Business Case (2023) suggests that a 'do-nothing' scenario is incompatible with the objectives of the Making Connections programme and the City Deal. As conditions (such as air quality and congestion) are forecast to worsen in Cambridgeshire, doing nothing means other policy options would need to be rapidly progressed but previous technical work has demonstrated that other policy approaches would deliver less against objectives than a STZ.



**Table 1-1 Possible features of the three scenarios**

*Note: These three scenarios are a work in progress: the possible features may change slightly.*

	Bus service improvement proposals	STZ charge proposals
<b>Scenario 1</b>	<ul style="list-style-type: none"> <li>From 2024: 25% fare reduction; Bus service to Addenbrooke’s AM and PM; Further early/late services plus enhanced P&amp;R services to Addenbrooke’s/CBC. Then...</li> <li>Quicker roll-out than Scenario 2 of more routes, more frequent buses, longer operating hours. Further enhancements to buses to/from outlying districts (e.g. Fenland, Hunts and East Cambridgeshire) could be introduced from 2025.</li> </ul>	<ul style="list-style-type: none"> <li>AM and PM peak only (7am to 10am and 4pm to 7pm), Monday to Friday (charge paid once per day).</li> <li>£5 daily charge for cars and small vans (other charges for larger vans, lorries and coaches).</li> <li>100% discount for all Addenbrooke’s patients and visitors (incl. 1 hour before and one hour after parking/drop-off).</li> </ul>
<b>Scenario 2</b>	<ul style="list-style-type: none"> <li>From 2024: 25% fare reduction 2024; Bus service to Addenbrooke’s AM and PM; Further early/late services plus enhanced P&amp;R services to Addenbrooke’s/CBC. Then...</li> <li>Slower roll-out than Scenario 1 of more routes, more frequent buses, longer operating hours. Further enhancements to buses to/from outlying districts (e.g. Fenland, Hunts and East Cambridgeshire) could be introduced from 2027.</li> </ul>	<ul style="list-style-type: none"> <li>Phased approach to consultation proposal. AM peak only in 2026, Monday to Friday, but moving to 7am to 7pm, Monday to Friday charge in 2027 or 2028.</li> <li>£5 daily charge for cars (other charges for vans, lorries and coaches).</li> <li>STZ ‘charge-free days’ (for those registered with STZ scheme): 180 (AM only) in 2026; 180 in 2027; 100 in 2028; 50 in 2029.</li> </ul>



	Bus service improvement proposals	STZ charge proposals
<b>Scenario 3</b>	<ul style="list-style-type: none"> <li>From 2024: 25% fare reduction; Bus service to Addenbrooke’s AM and PM; Further early/late services plus enhanced P&amp;R services to Addenbrooke’s/CBC. Then...</li> <li>Not such an extensive package (compared to Scenarios 1 and 2) of more routes, more frequent buses, longer operating hours to South Cambridgeshire and East Cambridgeshire, with a slower roll-out (2027-2028).</li> </ul>	<ul style="list-style-type: none"> <li>AM and PM peak only, Monday to Friday.</li> <li>£3 daily charge for cars (other charges for vans, lorries and coaches).</li> <li>100% discount for all Addenbrooke’s patients and visitors.</li> <li>100 STZ ‘charge-free’ days in 2027 and 2028.</li> </ul>

1.1.18. Section 2 of this report examines the key PCG findings from the EqIA 2022, more recently available data, responses to engagement and the autumn 2022 consultation, and outstanding concerns.

1.1.19. Section 3 presents the impact of the possible bus service improvements under the three scenarios on the PCGs and other categories, which have been assessed against the following themes:

- Affordability of bus services
- Availability and accessibility of bus services
- Ease/comfort of bus travel
- Coping with change and getting used to bus services
- Safety and feeling safe
- and well-being.

1.1.20. In Section 4 the impacts of the STZ charge proposals under the three scenarios on the PCGs and other categories have been assessed against another set of themes:

- Liability for the charge
- Affordability of the STZ charge (and impact on household finances)
- Traffic levels and road safety
- Air quality and health
- Access to services and employment
- Access to public activities and spaces.



- 1.1.21. Section 5 draws on these assessments of the proposals for bus service improvements and STZ charge improvements under the three scenarios and provides an overview of the equality impacts by PCGs and other categories. Possible mitigations and further queries are then highlighted in Section 7 as part of the conclusions.
- 1.1.22. Please note that the follow-up EqIA is a live document and will need to be developed further when greater clarity emerges about the possible scenarios of the three scenarios and as a business case is developed for a preferred option. In the event that members of the public or organisations feel that equalities issues have been missed, or misunderstood, we strongly urge them to communicate any concerns to GCP, irrespective of any formal consultation period.
- 1.1.23. **Figure 1-1** shows the initial proposals for the area over which the STZ is proposed to cover. The existing park and ride locations are not included in the STZ and would be accessible without crossing into the STZ from the surrounding areas. As part of the Making Connections programme, there are certain vehicles and/or drivers who may be entitled to a discount, exemption or reimbursement (DER) of the STZ charge. Certain vehicles and/or drivers who may qualify for a DER are shown in **Table 1-2**. In some of the three scenarios a number of 'free days' are also being considered, which would address a wider range of individual needs and circumstances beyond the DER categories.
- 1.1.24. The proposed DER is currently being developed and is therefore subject to amendments as the project continues to progress. It should also be noted that in some of the three scenarios a number of 'free days' are also being considered, aiming to address individual needs and requirements.

**Table 1-2 Discounts and exemptions summary**

<b>Category</b>	<b>Proposed discount / exemption</b>
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	50% discount for those on Universal Credit, Pension Credit or Child Benefit. 25% tapered discount for subsequent two years if income rises to the point where benefits are no longer received.



SME and self-employed discount	50% discount for LGV and HGVs owned by local small businesses or the self-employed
Car club vehicles (official providers)	100% discount

1.1.25. The autumn 2021 consultation and engagement with key stakeholders, was also used to develop reimbursement schemes which were included in the 2022 consultation for the following groups:

- 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), or responding to an emergency when on call.
- 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, peripatetic health workers and CQC-registered care home workers.
- Minibuses and light goods vehicles used by charities and not-for-profit groups.

## 1.2 Study area

1.2.1. The study area for the EqIA is outlined in **Figure 1-2**.

1.2.2. A range of inputs were used to inform the definition of the study area, including:

- Modelling outputs – A Strategic Transport Model was developed by AECOM to model the transport impacts of the proposed programme. The nodes from the transport model were used to determine the model geographical coverage and understand the spatial extent of the data that would be available for assessment.
- Journey to work data – Journey to work data using the 2011 Census<sup>3</sup> was mapped to understand existing travel patterns of residents, travelling to and from Cambridge.
- Prior studies – Several studies have been undertaken to assess elements of the proposed programme. The study areas from these studies have been taken into consideration when developing the study area for this assessment.
- Middle Super Output Area (MSOA) – MSOAs are the statistical boundaries to which census and other authoritative data is available. MSOAs broadly represent populations of

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<sup>3</sup> Census 2011 Journey to work data was the most recently available journey to work data when the study area was originally developed.



a minimum of 5,000 people, with a mean of 7,200. This allows a granular level of analysis to enable an accurate analysis of the distribution of protected characteristic groups.

- 1.2.3. As shown in **Figure 1-2**, the study area spans Cambridge City, South Cambridgeshire, and the Greater Cambridge area, which is a largely rural area made up of smaller towns and villages and encompasses the wider travel to work areas. The study area also includes towns located outside of the Greater Cambridge area including Newmarket, Haverhill, St Ives and Chatteris. It is considered that those who live in these areas may require access to the city of Cambridge for employment opportunities and access to services.

**Figure 1-2 EqlA study area**



## 2 Assumptions informing the assessment

2.1.1. This section examines each PCG including its key features, outstanding issues raised in the August 2022 EqIA, further information from the baseline data update, consultation feedback and whether there are any new significant issues that have not been raised previously. Assumptions informing the assessment of the scenarios are based on local knowledge, updated baseline data and consultation feedback from autumn 2022.

### 2.2 Age

**Age: Children (0-15 years old) and young people (16-24 years old)**

<b>Age: Children and young people</b>	
<b><i>What were some of the key features of this group set out in the EqIA 2022?</i></b>	<ul style="list-style-type: none"> <li>• Children are more susceptible to changes in road noise and air quality due to their less developed maturity levels and coping mechanisms.</li> <li>• Secondary school pupils and those going to special education needs (SEN) schools tend to travel further to school.</li> <li>• 17-20 year olds take the least trips by car, which suggests that this age group is more reliant on other modes of transport to complete their journeys. However, young people aged 16-24 generally tend to travel further to access educational facilities.</li> <li>• As well as post-16 education, young people tend to travel into Cambridge and the city centre for leisure purposes.</li> </ul>
<b><i>What were the issues relating to this group that the EqIA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>• The travel needs of secondary school children and young people (particularly sixth formers) following after-school/college activities require addressing. Children may have after school activities and would be travelling outside of normal school hours, which would have a differential and disproportionate effect on children, particularly their physical activity and wellbeing.</li> <li>• Children attending SEN schools may also travel longer distances to get to school. Some may not qualify for DER but be reliant on travel by car.</li> </ul>
<b><i>What further information from the 2021 Census has become available since the last EqIA was produced? What can we draw from this?</i></b>	<ul style="list-style-type: none"> <li>• There is now a lower proportion of children across all the study area, other than Cambridge which has stayed at a similar level.</li> <li>• All areas have seen a slight decrease in the proportion of young people, other than the study area which increased very slightly.</li> <li>• Due to the presence of Cambridge University and other educational establishments, Cambridge City has a much larger proportion of younger people than the surrounding areas, regionally and nationally.</li> </ul>
<b><i>Are there any particular services or places that people in the group need to access?</i></b>	<ul style="list-style-type: none"> <li>• School-age children tend to go to school Monday to Friday (the days on which a STZ charge would operate). Although hours vary, the normal school day tends to start between 8.30am to 9.00am and end between 3.15pm to 3.45pm. There can also be wrap around care and other school activities and clubs before and after the school day.</li> </ul>



	<ul style="list-style-type: none"> <li>• Primary schools in Cambridge tend to have a localised catchment (within walking distance), while secondary schools tend to serve children from a wider area, primarily from within the city (accessible on foot, by bicycle or by public transport). There is an inter-church secondary school (St Bede's), primarily for children Church of England and Roman Catholic families from Cambridge and beyond. Cambridge also has a number of independent/private schools drawing pupils from both within and beyond the city boundaries.</li> <li>• Sixth Form Colleges (including those at Hills Road and Long Road) and Cambridge Regional College (CRC) are within the STZ boundary and draw students from a wider catchment area. Cambridge Regional College has a general lower previous attainment and lower socio-economic intake than Hills Road or Long Road Sixth Form Colleges.</li> <li>• Some secondary school pupils and 16-18 year olds living in Cambridge may attend school and colleges outside the city.</li> <li>• Cambridge's university student population tends to live within the city, either in or close to their university colleges. Most university students tend to travel on foot or by bicycle.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b></p>	<ul style="list-style-type: none"> <li>• Concerns were raised over the impact of the charge on students that need to use cars but could struggle to pay, such as medical students driving to placement.</li> <li>• A number of barriers to bus use were also cited, particularly among young people with mental health conditions. This included anxiety, fear of public transport, and not knowing how to use a bus.</li> <li>• It was also noted that buses currently take too long and that bus cancellations are a huge problem.</li> <li>• Bike security was raised as huge concern for students.</li> </ul>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>• Parent/carers may choose to drive their children to/from school and college, for a number of reasons including: to get to school or college on time (particularly when students are sitting exams), journey length, availability, reliability, cost and safety of other forms of transport and whether parents/carers are travelling into the city anyway in order to go to their own place of work.</li> <li>• Once Making Connections is introduced, if school children attend after-school activities, or if Sixth Form/CRC students choose to stay in Cambridge after college (e.g. to socialise or carry out part-time mid-week work), parents/carers may face the decision of either:             <ul style="list-style-type: none"> <li>– picking them up by car and incurring the daily STZ charge (if they have not done so already).</li> <li>– getting children to travel home via the improved bus service.</li> <li>– asking them to come straight home after school/college without taking part in these activities.</li> </ul> </li> <li>• In Autumn 2022, there were significant bus service cuts in some areas. The bus improvements may go towards reconnecting these areas, though may not reach as widely as the earlier impact area.</li> </ul>



	<p>Bus improvements are yet to be finalised, so the reduction in emissions is yet to be fully understood. Lower traffic would improve air quality, additional diesel buses could worsen air quality in some areas. It has been assumed that all additional buses provided by operators to run enhanced services delivered through Making Connections will be zero emission.</p>
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**Age: Older people (Over 65 years old)**

<b>Age: Older People</b>	
<b><i>What were some of the key features of this group set out in the EqlA 2022?</i></b>	<ul style="list-style-type: none"> <li>• Older people are more likely to be less mobile, have long term health conditions and require access to care (both formal and informal) and so may rely on the use of a car or who require medical assistance at home.</li> <li>• Informal care from friends and family may be required for older people.</li> <li>• Older people are more likely to be on lower incomes and more socially isolated, especially those living in rural areas.</li> <li>• Older people also have subsidised public transport travel and it offers a lower cost travel option compared to travel by car.</li> <li>• Older people can also be differentially and disproportionately affected by changes in air quality. A reduction in traffic from the charge especially within the proposed charge zone could result in better air quality, as could upgrading the fleet to Euro 6 standard, or Zero Emission buses (which would be funded by the STZ). When the exact bus improvements are confirmed, the likely extent to air quality can be confirmed</li> </ul>
<b><i>What were the issues relating to this group that the EqlA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>• Impact on those with limited mobility but do not qualify for a blue badge and who may be adversely affected accessing medical appointments, going to the supermarket or engaging with their social network.</li> <li>• For older people with limited mobility and for those who provide informal care, who do not qualify for a blue badge or low- income discount but are still reliant on cars, differential adverse effects have been identified.</li> <li>• Older people may not have access to the internet or are digitally excluded and could find it hard to use online platforms.</li> <li>• Older people are more likely to be less mobile, have long term health conditions and require access to care (both formal and informal) and so may rely on the use of a car. Older people are more likely to be on lower incomes and more socially isolated.</li> </ul>
<b><i>What further information from the 2021 Census has become available since the last EqlA was</i></b>	<ul style="list-style-type: none"> <li>• The proportion of older people aged over 65 in the study area has slightly decreased since the 2011 census (from 19.3% to 18.7%). This is currently in line with the national average of 18.4% and slightly lower than the regional average of 19.6%. Cambridge City has a lower proportion of older people 11.5% compared to South Cambridgeshire with 19.6%.</li> </ul>



<p><b><i>produced? What can we draw from this?</i></b></p>	<ul style="list-style-type: none"> <li>• Older people are more likely to be susceptible to loneliness and isolation<sup>4</sup>.</li> </ul>
<p><b><i>Are there any particular services or places that people in the group need to access?</i></b></p>	<ul style="list-style-type: none"> <li>• Older people are more likely to make journeys for healthcare, for example to hospitals. They will also travel for general errands such as food shopping.</li> <li>• Older people may travel within the STZ for leisure and socialising.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b></p>	<ul style="list-style-type: none"> <li>• Concerns about whether older people would continue to be able to go to their social activities in Cambridge (e.g. theatre, boat houses, bowls clubs and music groups) to which they currently drive by car. It would be difficult to take heavy equipment or musical instruments by bus.</li> <li>• Concerns also raised about restrictions on being able to go supermarket shopping and to DIY superstores during quieter shopping periods during the working week.</li> <li>• Concerns over those with increasing age-related mobility challenges.</li> <li>• Concerns over increased isolation for some, particularly as not all areas will be served by bus services, or bus stops will be located far away from the house.</li> </ul> <p><i>“Lonely elderly people will become even more cut off if people have to pay £5 to visit them, even just to pop in to check they are OK. This applies to people of all ages who are alone.”</i></p> <p><i>“Whilst I support the STZ, I think this could have a significant impact on isolated, lonely seniors that use their car to get to the few community events with which they engage. Psychologically the STZ charge could create a real barrier for them. I think there is significant thought required to minimise the effect of this.”</i></p>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>• Whilst older people who are retired may be able to travel outside of commuting hours, they are likely to have less choice in the timings of medical appointments. They are also more likely to also have mobility restrictions, which can limit the distance they find achievable in reaching a bus stop.</li> <li>• There is a risk that older people will be more susceptible to isolation and loneliness, due to both themselves not wanting to pay to travel by car in the STZ, but also due to family, friends, carers, and informal carers being less able to visit due to the STZ charge. Some older people may feel reliant on the use of a car. However, as people get older, the percentage holding a full driving licence gradually declines. There is also a greater risk of social isolation.</li> </ul>

<sup>4</sup> Facts and Statistics, Campaign to End Loneliness, accessed May 2023, [Facts and Statistics | Campaign to End Loneliness](#)



	<ul style="list-style-type: none"> <li>• Older people are more likely to be less mobile, have long term health conditions and require access to health care (both formal and informal).</li> <li>• Some older people also play an important role in looking after grandchildren while parents are working.</li> </ul>
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## 2.3 Disability

<b>Disability</b>	
<b><i>What were some of the key features of this group set out in the EqIA 2022?</i></b>	<ul style="list-style-type: none"> <li>• According to the National Travel Survey 2020<sup>5</sup>, for those with a mobility difficulty 43% of their trips were made by car, the highest mode share used by those who have a mobility difficulty.</li> <li>• Equally, the National Travel Survey also suggests that disabled adults tend to be more reliant on buses and on taxis compared to those without disabilities.</li> <li>• Adults with disabilities made a greater proportion of their travel by bus, 7% compared with 5% for adults without disabilities.</li> </ul>
<b><i>What were the issues relating to this group that the EqIA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>• Those with mobility difficulties may be more reliant on cars and would therefore be more likely to be adversely affected by a road charge, should they need to drive within the proposed STZ to access services or employment opportunities.</li> <li>• Although exemptions for blue badge holders would help, some individuals who have limited mobility, or have disabilities, may not qualify for a blue badge. This includes those who are neurodiverse and those without a physical disability. These individuals may still be reliant on a car to access services and employment opportunities and may be adversely affected by the charge as those with disabilities may be on lower incomes.</li> <li>• Certain types of disabilities can mean some people may face more barriers to travel by public transport including those who are neurodiverse or have a visual or hearing impairment, who may be more sensitive to the sensory environment. If their usual routes change, they may find it challenging to navigate the bus network and have difficulty in communicating their needs and requirements.</li> <li>• Data from Cambridge City Council suggests that for those with disabilities, 58.1% are economically active compared to 81.1% of the whole population.</li> <li>• Disabled people can have concerns about personal safety and fear of hate crime.</li> <li>• As outlined by trends in the National Travel Survey some individuals who have disabilities are more reliant on taxis, private hire vehicles or community transport to access services. These individuals may be impacted by the charge should higher fares be implemented to account for the charge.</li> </ul>

<sup>5</sup> NTS 2020, accessed May 2023, <https://www.gov.uk/government/statistics/national-travel-survey-2020>



	<ul style="list-style-type: none"> <li>• Individuals with disabilities may also have long-term health conditions and can be disproportionately and differentially affected by poor air quality.</li> <li>• Individuals with disabilities may be reliant on both formal and informal unpaid care from family and friends.</li> <li>• Some groups may not have access to or be comfortable using online platforms that are being used to operate the bus network, car parking, booking and payment systems or charging scheme especially regarding information on discounts and exemptions.</li> <li>• Those with disabilities are likely to need access to specialist medical services that may only be accessible via car and may be affected by the charge.</li> </ul>
<p><b><i>What further information from the 2021 Census has become available since the last EqIA was produced? What can we draw from this?</i></b></p>	<ul style="list-style-type: none"> <li>• The proportion of those in the study area with disabilities that limit their day-to-day activities (15.5%, including both limited a little and limited a lot) is in line with Cambridge City (14.7%) and South Cambridgeshire (14.8%), which are all slightly lower than the proportions of those with disabilities in Cambridgeshire (16.2%), the region (16.6%) and nationally (17.3%).</li> <li>• The proportion of working age people who claim personal independence payment (PIP) is lower in Cambridge (3.6%) and South Cambridgeshire (3.2%) than in the East of England (6.6%) and England (7.7%).</li> <li>• Disabled people are more likely to be susceptible to loneliness and isolation<sup>6</sup>.</li> <li>• Disabled people are more likely to also be within the low-income PCG and have less disposable income<sup>7</sup>.</li> </ul>
<p><b><i>Are there any particular services or places that people in the group need to access?</i></b></p>	<ul style="list-style-type: none"> <li>• The medical facilities within the STZ (including Addenbrookes Hospital) are significant trip attractors for disabled people; including those living further away who need specialist care.</li> <li>• Those with disabilities are likely to need access to specialist medical services that may only be accessible via car, taxi or private hire vehicles and may be affected by the charge. Many patients that attended healthcare facilities may not be able to use public transport owing to their mobility, condition or temporary disability.</li> <li>• Disabled people may also travel within the STZ for leisure and socialising.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that</i></b></p>	<ul style="list-style-type: none"> <li>• The STZ would be tech-heavy and thus rely on users having access to online accounts to manage exemptions, reimbursements, etc.</li> <li>• Concerns regarding how charging would impact people who provide lifts to blue badge holders and others on an ad-hoc basis.</li> <li>• Disability groups described buses as unreliable and often too busy for wheelchair or mobility scooter users to get onto.</li> </ul>

<sup>6</sup> Facts and Statistics, Campaign to End Loneliness, accessed May 2023, [Facts and Statistics | Campaign to End Loneliness](#)

<sup>7</sup> Disability price tag 2023:the extra cost of disability, accessed May 2023, [Disability Price Tag 2023: the extra cost of disability | Disability charity Scope UK](#)



<b><i>need to be taken into account?</i></b>	<ul style="list-style-type: none"> <li>Disability groups made suggestions for additional improvements, including providing more space for wheelchairs on buses and better bus driver training.</li> </ul>
<b><i>Are there any other significant issues that have not been raised previously?</i></b>	<ul style="list-style-type: none"> <li>It is currently unknown the impact to air quality, as at the time of writing this further work is being undertaken on the bus fleet that will be in use. Some buses emit more emissions than others, though future traffic modelling will inform the likely reduction in traffic emissions.</li> <li>Some disabled people will be cared for by informal carers, who may find they are less able to provide the informal care, which consequently could reduce or stop the informal care they are receiving. (See Section 2.11 for further information on carers).</li> </ul>

## 2.4 Ethnicity

<b>Ethnicity</b>	
<b><i>What were some of the key features of this group set out in the EqIA 2022?</i></b>	<ul style="list-style-type: none"> <li>Minority groups may be more likely to face barriers to travel by public transport due to fears over personal safety. Individuals belonging to minority groups may avoid certain locations and may choose not to travel by public transport.</li> <li>Those from minority groups may be more reliant on vehicles as their source of income. The Department of Transport highlights that in 2020/21 44% of taxi and private hire vehicle drivers were Asian or Asian British<sup>8</sup>.</li> </ul>
<b><i>What were the issues relating to this group that the EqIA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>There is a sizeable Romany Gypsy and Travellers of Irish Descent Community within the study area who may be adversely and differentially affected by the road charge. The proposed charge zone includes a site on Fen Road. Access to and from this site would impact the community as they would have to pay the charge to access and exit the site.</li> </ul>
<b><i>What further information from the 2021 Census has become available since the last EqIA was produced? What can we draw from this?</i></b>	<ul style="list-style-type: none"> <li>The highest proportion of minority ethnic groups are within Cambridge, notably, there is a higher-than-average proportion of residents from a mixed ethnicity (5.2%) and other ethnicity (3.1%), in comparison to the regional averages (2.8% and 1.4%, respectively). National averages are (9.6% and 2.2%, respectively).</li> <li>The proportion of Asian/Asian British residents (14.9%) in Cambridge is considerably higher than both regional (6.5%) and national averages (9.6%). Those from a Chinese and Indian background accounted for 8.5% of the total Cambridge population, in comparison to 2.8% regionally and 4.1% nationally.</li> <li>Within the study area 0.2% identify as their race being from a 'Gypsy or Irish Traveller' ethnic group in the 2021 Census, this is similar to South Cambridgeshire (0.3%) and Cambridge City (0.1%).</li> </ul>

<sup>8</sup> Taxi and private hire vehicle statistics, England 2022, Accessed May 2023, <https://www.gov.uk/government/statistics/taxi-and-private-hire-vehicle-statistics-england-2022/taxi-and-private-hire-vehicle-statistics-england-2022>





	<ul style="list-style-type: none"> <li>• There are ten local authority traveller sites in Cambridgeshire including five sites in Fenland, two sites in East Cambridgeshire, two sites in South Cambridgeshire and one site in Huntingdonshire.</li> <li>• Recent data<sup>9</sup> on the ethnicity of taxi drivers and private hire vehicles has shown the two main ethnic groups of drivers in 2022 were white and Asian or Asian British, making up 41% and 42% of drivers respectively. There was also an increase in the proportion of non-UK nationals working as drivers in England, rising from 13% in 2010 to 23% in 2022. This demonstrates there is a disproportionate proportion of ethnic minority groups working in this industry.</li> </ul>
<p><b><i>Are there any particular services or places that people in the group need to access?</i></b></p>	<ul style="list-style-type: none"> <li>• The Fen Road traveller site in particular is situated within South Cambridgeshire, however the only road in and out of the site crosses into the STZ. The current proposals would see anyone travelling in or out of the site charged, regardless of whether they are travelling into the STZ, or just wishing to travel in the opposite direction.</li> <li>• Different ethnicities are likely to have a range of different trip attractors, including but not limited to ethnic food stores, clothing shops and other shops and services supplying products and functions for different cultures.</li> <li>• There are also community centres and cultural associations and societies for specific ethnicities, such as the Cambridge Chinese Community Centre, Cambridge African Network, Bangladesh Cultural Association, Cambridge Pakistan Cultural Association and Vietnamese Society in Cambridge, amongst others.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b></p>	<ul style="list-style-type: none"> <li>• There were suggestions that buses should be designed around the typical movements made by minorities.</li> <li>• There were several responses received during the consultation regarding the potential impact upon the Romany Gypsy and Travellers of Irish Descent Community. These focused around the lack of bus services and taxis to the Traveller sites, discrimination and harassment the group faces, barriers to access, the cultural impact on their travelling heritage:</li> </ul> <p style="text-align: center;"><i>“It would negatively affect the gypsy/traveller community in Chesterton as we have no way of using public transport taxis won’t come down fen road neither do buses”.</i></p> <p style="text-align: center;"><i>“GRT (Gypsy Roma Traveller) communities will be disproportionately discriminated against. They should have exemption. (literacy, social and working difficulties and cultural reasons)”</i></p> <p style="text-align: center;"><i>“This could negatively affect travelling communities who already have few places to park up”.</i></p>

<sup>9</sup> Taxi and private hire vehicle statistics, England 2022, Accessed May 2022, <https://www.gov.uk/government/statistics/taxi-and-private-hire-vehicle-statistics-england-2022/taxi-and-private-hire-vehicle-statistics-england-2022>



	<p><i>“Concern for Gypsy, Roma and Traveller groups (GRT), to ensure that nomadic ways of life that require vehicles are not discriminated against and are made exempt”.</i></p> <p><i>“Ensuring that vulnerable groups who should be exempt are not victimised, harassed or discriminated against by local government, i.e. Gypsy, Roma and Traveller communities, with an approach that aims to be caring and understanding, platforming vulnerable communities’ views and with as little bureaucracy as possible in both consultation and implementation”</i></p>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>• Those from ethnic minority groups, particularly Asian or Asian British, are more likely to work as taxi or private hire vehicle drivers, and therefore may be adversely impacted by a STZ charge. Other factors to take into account include the areas the drivers are licensed (for example, a driver could live in Cambridge but be licensed outside of Cambridge).</li> <li>• There are several significant issues that the Romany Gypsy and Travellers of Irish Descent Community may face, these include:             <ul style="list-style-type: none"> <li>– The current STZ boundary means residents of the Fen Road and Blackwell Traveller sites will not be able to avoid the charge, even when making a journey outside the area.</li> <li>– Bus improvements are likely to have little or no positive impact. Culturally as ‘travellers’ the community do not tend to use public transport, and as a race this group are subject to prejudice and racial abuse, which is likely to deter the use of public transport as it may expose them to further abuse.</li> <li>– If members of the community are eligible for a DER, the application process could be a barrier for them. Both illiteracy and digital illiteracy are more prevalent within the community, which often means they are less likely to keep records and paperwork, as a result of this they may find the charge process inaccessible.</li> <li>– A large proportion of the community live with a ‘cash economy’, which also presents a large barrier to how they would pay for the charge.</li> <li>– Some members of minority ethnic groups may have English as a second language or rely on members of their family/community for some of their interpretation. This could make using public transport but particularly using online registration/payment systems more challenging.</li> <li>– Often individuals in this group share an intersectionality (often also low-income and many have health impacts<sup>10</sup>).</li> </ul> </li> </ul>

<sup>10</sup> Gypsy, Roma and Irish Traveller ethnicity summary, Accessed May 2023, [Gypsy, Roma and Irish Traveller ethnicity summary - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://ethnicity-facts-figures.service.gov.uk)



## 2.5 Gender reassignment

<b>Gender Reassignment</b>	
<b>What were some of the key features of this group set out in the EqlA 2022?</b>	<ul style="list-style-type: none"> <li>Transgender (Trans) people are more likely to experience incidents of hate crime because of their gender identity<sup>11</sup> and when undergoing gender reassignment<sup>12</sup>. Recent data<sup>13</sup> has shown that the proportion of hate crimes motivated by trans identity is very slightly higher (0.2%) in the Cambridgeshire Constabulary in comparison to England and Wales.</li> </ul>
<b>What were the issues relating to this group that the EqlA 2022 suggested still need addressing?</b>	<ul style="list-style-type: none"> <li>Trans people may need to travel by car to access clinics and for medical treatment potentially including Addenbrooke's Hospital as well as access to wider support and social groups, and thus may experience differential effects from the charging scheme.</li> <li>Trans people are also much more likely to be victims of abuse or assaults on public transport than non-trans people.</li> </ul>
<b>What further information from the 2021 Census has become available since the last EqlA was produced? What can we draw from this?</b>	<ul style="list-style-type: none"> <li>The 2021 Census asked if respondents identity were the same as their sex registered at birth. In England around 262,000 people (0.5%) said their gender identity and sex registered at birth were different.</li> <li>Of the study area geographies considered in this EqlA, Cambridge City has both the largest proportion of people identifying as non-binary (0.3%) and those whose sex is different from that registered at birth (0.3%).</li> </ul>
<b>Are there any particular services or places that people in the group need to access?</b>	<ul style="list-style-type: none"> <li>Trans people may require access to specialist clinics and networking communities. Given they are more likely to be a target of hate crime, they may not feel able to use public transport.</li> </ul>
<b>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</b>	<ul style="list-style-type: none"> <li>Little feedback was received regarding issues likely to be experienced by the gender re-assignment PCG. However, one comment highlighted the risk of abuse: <i>"LGBT minorities must be protected. Trans people sometimes opt to drive from their homes to locations as they are frequently abused (verbally, physically) on public transport. If driving independently becomes unaffordable, people at risk of transphobia will be at more risk."</i></li> </ul>
<b>Are there any other significant issues that have not been raised previously?</b>	<ul style="list-style-type: none"> <li>Social isolation, due to city centres often having areas or facilities where people who share a PCG socialise. Given the perceived and real safety risk using public transport, should trans people also have</li> </ul>

<sup>11</sup> Trans People in the UK, Accessed May 2023, ([Trans people in the UK \(publishing.service.gov.uk\)](https://publishing.service.gov.uk))

<sup>12</sup> [How fair is Britain? | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://equalityhumanrights.com)

<sup>13</sup> Hate crime, England and Wales, for FY 2021/22, accessed May 2023, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1121680/prc-hate-crime-open-data-021222.ods](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1121680/prc-hate-crime-open-data-021222.ods)



	a low-income, they could find themselves isolated with no affordable means of travel into the city centre.
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## 2.6 Low-income

<b>Low-income</b>	
<b><i>What were some of the key features of this group set out in the EqlA 2022?</i></b>	<ul style="list-style-type: none"> <li>• Whilst on average there are relatively low levels of deprivation in the study area, data from the Index of Multiple Deprivation suggests that there are pockets of deprivation in several areas within the study area. There is a concentration of deprivation in the northeast of Cambridge City as well as pockets of deprivation in smaller towns surrounding the city including Haverhill, Bury St Edmunds, Huntingdon, Chatteris, Royston and Newmarket.</li> <li>• When looking specifically at the Income domain of the Index of Multiple Deprivation the more deprived areas follow a similar pattern however, other areas like areas to the north of Northstowe also show higher levels of income deprivation.</li> <li>• Low-income groups are more vulnerable to the current cost of living crisis, with current increases in fuel prices, energy and food impacting on how much people are able to spend.</li> <li>• Those from low-income households often have lower levels of car ownership and would benefit more from the improvements to the public transport and active travel network. People from low-income households may work shifts, more than one job and may work at night.</li> <li>• Although income within Cambridge City is above median income across the country, an article written for the Municipal Journal in 2021<sup>14</sup>, based on research undertaken by Centre for Cities, suggests that before the Covid-19 pandemic around 6% of the highest earners in Cambridge City took home 20% of their total income compared to the lowest earners in Cambridge who took home 2% of their total income showing the levels of income inequality within the Cambridge City. According to the ONS Annual Survey of Household Earnings, in 2021 the lowest 10% of earners earned 55% less than the average weekly wage for all Cambridge City residents. Median household disposable income in the UK was £32,300 in the financial year ending 2022, a decrease of 0.6% 2021.</li> <li>• Certain ethnic groups are more likely to live in the lowest income deprivation quintiles. Within the UK, Asian, Black and people of Mixed ethnicity were all more likely than those of White ethnicity to live in an area in the top two income deprived quintiles. People in Pakistani and Bangladeshi households were consistently the most</li> </ul>

<sup>14</sup> Levelling up the UK's most unequal city, 2021, accessed May 2023, <https://www.themj.co.uk/Levelling-up-the-UKs-most-unequal-city/221733>



	likely out of all ethnic groups to live in low-income households, both before and after housing costs <sup>15</sup> .
<b><i>What were the issues relating to this group that the EqIA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>• Some individuals may be travelling long distances to get to employment opportunities located in more remote areas that are only accessible via car, or they may require use of a car due to trip chaining or for other reasons. Should they be required to travel by car, the proposed charge may represent a greater proportion of their income when compared to higher income households.</li> </ul>
<b><i>What further information from the 2021 Census has become available since the last EqIA was produced? What can we draw from this?</i></b>	<ul style="list-style-type: none"> <li>• In 2022 the gross weekly pay in Cambridge City was £728.50 and in South Cambridgeshire it was £782.90 for full time workers, which is higher than both the regional and national averages.</li> <li>• The housing affordability ratio (the ratio of median house price to median gross annual residence-based earnings) for Cambridge was 12.6 in 2021, in 2022 this increased to 13.3<sup>16</sup>. This is the ratio between the median house price and the median earnings for a Cambridge resident. This is far higher than the 2022 national affordability ratio of 9.1, demonstrating how relatively unaffordable housing in Cambridge is compared to the rest of the country.</li> <li>• Housing affordability in South Cambridgeshire also follows similar patterns with median house prices 9.3 times the median income of those working in the area, this ratio is close to 11 for low quartile house prices to lower quartile earnings in South Cambridgeshire<sup>17</sup>.</li> </ul>
<b><i>Are there any particular services or places that people in the group need to access?</i></b>	<ul style="list-style-type: none"> <li>• This group may require visiting services such as job centres, food banks and other support services. They also may also have less choice of employment locations and the timings of working hours.</li> <li>• People on low incomes are also more likely to live within the most income deprived areas.</li> <li>• There are locations of employment across the whole of the STZ, with particular focus on the city centre.</li> <li>• There are four park and ride sites that are located just outside the STZ boundary, which commuters can use, if able to and if the facility serves their need.</li> </ul>
<b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b>	<ul style="list-style-type: none"> <li>• The charge may be unaffordable, this generates concerns regarding access to work and employee retention.</li> <li>• The proposed inclusion of Addenbrooke’s Hospital in the STZ, with concerns raised over the increased cost for people attending appointments, and the impact on hospital staff on low incomes.</li> <li>• Concerns were raised about many hospital staff members working nightshifts, during hours where public transport does not operate, so this would not provide a viable option for commuting. Also, a</li> </ul>

<sup>15</sup> People in low income households - GOV.UK Ethnicity facts and figures (ethnicity-facts-figures.service.gov.uk)

<sup>16</sup> ONS (2023). *House price to residence-based earnings ratio*

<sup>17</sup> <https://cambridgeshireinsight.org.uk/wp-content/uploads/2018/05/savills-greater-cambridge-report-june-2017.pdf>



	<p>need to consider staff travelling from further afield, including deprived areas such as Hunts and Wisbech.</p> <p><i>“...the STZ is “effectively a pay cut of £1,200 a year for anyone who has no alternative choice to drive”.</i></p> <ul style="list-style-type: none"> <li>• Concerns over the DER and whether disabled staff could be affected as they are not eligible for a blue badge. Active travel is not always possible for these groups, and those able to use public transport often need additional support (e.g. from bus drivers) or have had bad experiences on buses (e.g. lack of space for wheelchairs) and in some cases abuse.</li> <li>• There were queries raised as to how ‘low-income’ would be defined and enforced, as it can be challenging and subjective.</li> </ul>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>• In a recent needs assessment survey of 132 people on ethnic minority people’s experiences of living in Cambridgeshire, people from Black or Black British background were likely to earn the least followed by people from a Middle East and North African (MENA) or British MENA background. This was carried out by Cambridge Ethnic Community Forum in late 2021.</li> <li>• Some jobs may require employees to be present in person at their place of work for particular working hours can include the retail, hospitality and tourism sectors as well as jobs involving in-person services to others. Some of these professions can be lower paid, and therefore the employees may be within the low-income PCG.</li> <li>• Some evening / night-time / early morning shifts will employ people on low incomes. Whilst improvements to the bus service may allow them to travel to and from work outside of the STZ charge operating hours, this might not suit those who have reservations about having to wait for buses when it is dark. However, shift workers may still incur the daily STZ charge if any part their journey to work or journey home within the STZ comes within the STZ charge operating hours.</li> <li>• Due to the absence of frequent, reliable, and affordable public transport services many lower income households are ‘forced’ into buying a car to access employment opportunities and services and escape potential social isolation. Forced car ownership is more prevalent in the rural areas of South Cambridgeshire where public transport and active travel connectivity is less extensive.</li> <li>• In rural areas, limited provision of public transport has a direct correlation with car ownership, with 89.1% of households in South Cambridgeshire owning at least one car compared to only 66% in Cambridge.</li> <li>• Emerging work on the low-income discount suggests it would be available to people claiming certain benefits, most likely Universal Credit, Pension Credit and Carers Allowance but potentially also Council Tax Reduction. Those eligible would need to set up an</li> </ul>



	account and provide proof of benefit eligibility at defined intervals (potentially annually) then the discount would be applied automatically to all transactions on their account. The DER team is continuing to refine proposals for the discount with stakeholders.
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## 2.7 Pregnancy and maternity

<b>Pregnancy and Maternity</b>	
<b><i>What were some of the key features of this group set out in the EqlA 2022?</i></b>	<ul style="list-style-type: none"> <li>Individuals who are pregnant and require specialist medical care or have specialised birthing plans, may need to travel longer distances to get the care that they require and are likely to have frequent medical appointments.</li> </ul>
<b><i>What were the issues relating to this group that the EqlA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>Those who are pregnant may need to travel more regularly for hospital appointments including at Addenbrooke's Hospital which is within the STZ.</li> <li>Temporary disabilities and conditions associated with pregnancy e.g. pre-eclampsia can also occur. Consequently, not all pregnant individuals can travel by public transport.</li> </ul>
<b><i>What further information from the 2021 Census has become available since the last EqlA was produced? What can we draw from this?</i></b>	<ul style="list-style-type: none"> <li>In 2021 the general fertility rate was considerably lower in Cambridge City (32.8) than the regional (57.1) and national (54.3) averages. The average for the total fertility rate follows the same trend as seen with the general fertility rate. It was considerably lower in Cambridge City (1.04) than the regional (1.55) and national (1.55) averages.</li> <li>These figures however should not be used as a measure of those who are within the pregnancy and maternity PCG travelling within the city centre and the STZ, given the number of trip attractors for this group in these areas (both medical and social).</li> </ul>
<b><i>Are there any particular services or places that people in the group need to access?</i></b>	<ul style="list-style-type: none"> <li>The Cambridgeshire and Peterborough Integrated Care System outlines three local hospitals which have specialist services for those who are pregnant, these are The Rosie at Addenbrooke's Hospital, Peterborough City Hospital and Hinchingsbrooke Hospital<sup>18</sup>.</li> <li>There are also further NHS Trust hospitals including Princess Alexandra in Harlow, Lister Hospital in Stevenage and West Suffolk Hospital in Bury St Edmonds.</li> </ul>
<b><i>Have there been any issues arising from engagement and the Making</i></b>	<ul style="list-style-type: none"> <li>There was concern over hospitals and medical facilities that are located within the STZ boundary, including for those working at the facilities (staff), those visiting patients (visitors) and those requiring treatment (patients).</li> </ul>

<sup>18</sup> Cambridgeshire and Peterborough Better Births Equality and Equity Plan, accessed May 2023, <https://www.cpics.org.uk/download.cfm?doc=docm93jjjm4n1835.pdf&ver=6499>

<p><b>Connections consultation in autumn 2022 that need to be taken into account?</b></p>	<ul style="list-style-type: none"> <li>• Maternity Service consultation groups both identified that their staff often tended to use their own vehicles to travel, whilst carrying equipment unsuitable for movement by bus. As such, the charge would adversely impact their staff's finances.</li> </ul>
<p><b>Are there any other significant issues that have not been raised previously?</b></p>	<ul style="list-style-type: none"> <li>• Pregnant individuals with a temporary disability are unlikely to qualify for a blue badge and consequent DER.</li> <li>• Bus improvements should also ensure sufficient design and space for those travelling with pushchairs/prams.</li> <li>• Those with babies and very young children (in particular those on maternity or paternity leave) are more likely to travel to access classes and support networks. These groups are also likely to be on lower incomes during maternity or paternity leave and may also work fewer hours to accommodate childcare. People in this group are also more likely to have to trip chain, between home, work, childcare and/or school. This could impact individuals' ability to afford to travel within the STZ.</li> </ul>

## 2.8 Religion or belief

<b>Religion or Belief</b>	
<p><b>What were some of the key features of this group set out in the EqIA 2022?</b></p>	<ul style="list-style-type: none"> <li>• Individuals belonging to religious groups may need to travel further to visit places of worship, these trips are generally more infrequent (once or a couple times a week) although noting that some religious groups visit places of worship more regularly, particularly at certain times of the day, week and year<sup>19</sup>.</li> </ul>
<p><b>What were the issues relating to this group that the EqIA 2022 suggested still need addressing?</b></p>	<ul style="list-style-type: none"> <li>• Those from minority faiths including Buddhism, Hinduism, Islam, and Sikhism are likely to also be from ethnic minorities. Wider measures will also differentially impact women who belong to minority faith groups or beliefs who may face more barriers to travel.</li> </ul>
<p><b>What further information from the 2021 Census has become available since the last EqIA was produced? What can we draw from this?</b></p>	<ul style="list-style-type: none"> <li>• Since 2011, the proportion of the population who do not follow a religion has decreased significantly across all geographies. Christianity remains the most widely followed religion but has seen a decrease in followers between 2011 and 2021 censuses. There is now a slightly higher proportion of Hindus and Muslims across all geographies.</li> </ul>
<p><b>Are there any particular services or places that</b></p>	<ul style="list-style-type: none"> <li>• In addition to churches and chapels, there are other religious trip attractors within the STZ boundary. These include mosques (including Cambridge Central Mosque), Jewish congregations (such as the Cambridge University Jewish Society), the Cambridge</li> </ul>

<sup>19</sup> Have faith in travel planning, accessed May 2023, [WestTrans\\_HaveFaithInTravelPlanningBooklet\\_2010+-compressed1.pdf](#)





<p><b>people in the group need to access?</b></p>	<p>Buddhist Temple, Kingdom Hall of Jehovah’s Witnesses and Cambridge Gurdwara. Followers of different religions have various times of the day, week and year when they will want to attend services, prayers and other religious gatherings and celebrations</p> <ul style="list-style-type: none"> <li>• Whilst any religious group may frequent their places of worship, the Christian day of worship, which falls on a Sunday, remains exempt from charges in all scenarios. In contrast, for many Muslims who participate in Friday prayers this would fall on a charging day, thereby potentially leading to a more differential impact.</li> </ul>
<p><b>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</b></p>	<ul style="list-style-type: none"> <li>• Concerns raised that accessing some churches, even when accessible by bus, is time consuming and inconvenient.</li> <li>• Some community members have a disability and therefore are not able to use the bus or public transport. The charge would have a detrimental impact on attendance at a range of community activities, including community markets, foodbanks, youth clubs and wellbeing hubs, all of which are vital to physical and emotional health.</li> </ul>
<p><b>Are there any other significant issues that have not been raised previously?</b></p>	<ul style="list-style-type: none"> <li>• During the 2022 consultation health groups raised concerns about the impact of the STZ on hospital volunteers, for example Cambridge University Hospital cited an example of Ministers of different faiths. Should Ministers be discouraged from volunteering at the hospital due to the STZ charge, it may mean some patients do not have the same level of access to a Minister as others.</li> </ul>

## 2.9 Sex

Sex	
<p><b>What were some of the key features of this group set out in the EqIA 2022?</b></p>	<ul style="list-style-type: none"> <li>• According to the National Travel Survey, in 2020 women made 4% more trips per year compared to men, though men travelled 22% further than women.</li> <li>• The National Travel Survey also outlined men tend to make more trips by car compared to women, with a larger proportion of women being a car or van passenger. Survey results highlighted women made more trips on foot under 1 mile compared to men, although a larger proportion of men cycled compared to women. Additionally, both men and women had similar levels of local bus usage.</li> <li>• Overall, women provide more hours of care than men, and among carers who are in paid work, women are more likely than men to work part time<sup>20</sup>. Among carers who are in paid work, women are</li> </ul>

<sup>20</sup> Employment Task Force (2008). New deal for carers, accessed May 2023, [https://webarchive.nationalarchives.gov.uk/+/www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH\\_086585?IdcService=GET\\_FILE&dID=169815&Rendition=Web](https://webarchive.nationalarchives.gov.uk/+/www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_086585?IdcService=GET_FILE&dID=169815&Rendition=Web).



	<p>more likely than men to be working part time often in low paid, low-grade jobs<sup>21</sup>.</p> <ul style="list-style-type: none"> <li>• In England in 2021<sup>22</sup>, females were statistically significantly more likely to provide unpaid care than males in every age group up to 75 to 79 years. Furthermore, females aged between 55 to 59 years provided the most unpaid care. This highlights that females are more likely to have carer roles.</li> </ul>
<b><i>What were the issues relating to this group that the EqIA 2022 suggested still need addressing?</i></b>	<ul style="list-style-type: none"> <li>• Women tend to make more journeys for informal care and so improvements to the bus services especially in residential areas will improve access to the public transport network and allow these journeys to be made by more sustainable modes.</li> <li>• Women may face more barriers to travel by public transport<sup>23</sup> and active modes due to fears over personal safety. Women may avoid certain locations and may choose not to travel by public transport.</li> </ul>
<b><i>What further information from the 2021 Census has become available since the last EqIA was produced? What can we draw from this?</i></b>	<ul style="list-style-type: none"> <li>• The proportion of men and women has remained consistent since 2011.</li> <li>• For both men and women who work full time in both Cambridge City and South Cambridgeshire, average gross weekly pay is higher than the national average. However, on average women tend to make less money compared to men, more women tend to work part-time and may be less able to afford increases to journey costs resulting from a road charge. Data from the ONS in 2022 suggests that on average in Cambridge women earn less than men, for men who work full time their gross weekly pay is £779.90, and women’s is £667.00, this gap is even larger in South Cambridgeshire where the average weekly gross male pay is £873.90, in comparison to an average of £577.70 for women. Women are also more likely to work part-time and may be less able to afford increases to journey costs resulting from a road charge.</li> <li>• Women can experience greater fears for their own safety, particularly walking alone at night<sup>24</sup>.</li> </ul>
<b><i>Are there any particular services or places that people in the group need to access?</i></b>	<ul style="list-style-type: none"> <li>• As women often have more caring responsibilities than men, they are more likely to be undertaking childcare and taking children to and from school. Therefore, it is more likely they will be trip chaining and making trips around the school day, and for those caring for young children and babies, may be travelling with prams or pushchairs. [See Section 2.7 for pregnancy and maternity].</li> </ul>
<b><i>Have there been any issues arising from engagement and the Making</i></b>	<ul style="list-style-type: none"> <li>• Multiple groups raised concerns regarding the safety of women on buses and public transport, particularly at night-time. Rape Crisis</li> </ul>

<sup>21</sup> Employment task force, accessed May 2023, Employment Task Force (2008) New Deal For Carers: Employment Task Force.

<sup>22</sup> Census 2021, ONS, unpaid care, accessed May 2023.

<sup>23</sup> [Perceptions of personal safety and experiences of harassment, Great Britain - Office for National Statistics](#)

<sup>24</sup> [Women feel less safe walking home alone at night than in 2018, YouGov, Accessed May 2023, Women feel less safe walking home alone at night than in 2018 | YouGov](#)



<b>Connections consultation in autumn 2022 that need to be taken into account?</b>	<p>requested better messaging on buses to help grow awareness of this issue.</p> <ul style="list-style-type: none"> <li>• During the University of Cambridge Staff Town Hall, it was suggested that buses should be designed around typical movements made by women and minorities. Concerns were also raised that the 7am to 7pm STZ operating hours would discriminate against part-time and shift workers.</li> </ul>
<b>Are there any other significant issues that have not been raised previously?</b>	<ul style="list-style-type: none"> <li>• Not only do women tend to have more caring responsibilities for children, but women aged 55-59 years old have the highest likelihood of unpaid caring responsibilities. [See Section 2.11 for information on carers]</li> </ul>

## 2.10 Sexual orientation

<b>Sexual Orientation</b>	
<b>What were some of the key features of this group set out in the EqlA 2022?</b>	<ul style="list-style-type: none"> <li>• Those within the LGBTQ+ community can face barriers to travel, and these are largely related to personal security. The Governments LGBT Action Plan<sup>25</sup> suggests that the second most prevalent hate crimes are against those within the LGBTQ+ community. Individuals belonging to this group may avoid certain locations and may choose not to travel by public transport.</li> </ul>
<b>What were the issues relating to this group that the EqlA 2022 suggested still need addressing?</b>	<ul style="list-style-type: none"> <li>• Those within the LGBTQ+ community can face barriers to travel, and these are largely related to personal security.</li> </ul>
<b>What further information from the 2021 Census has become available since the last EqlA was produced? What can we draw from this?</b>	<ul style="list-style-type: none"> <li>• Sexual orientation was a new question for the 2021 Census in England and Wales. The question was voluntary and was only asked to people aged 16 years and over. People were asked “Which of the following best describes your sexual orientation?”. The different sexual orientations that people could choose from included: <ul style="list-style-type: none"> <li>– Straight or heterosexual</li> <li>– Gay or lesbian</li> <li>– Bisexual, or</li> <li>– Other sexual orientation (with an open text box to provide further information).</li> </ul> <p>Data for pansexual, asexual and queer was only available at a local authority disaggregation or higher.</p> </li> <li>• In all areas, the most prevalent sexual orientation was heterosexual. The proportion of other sexual orientations were in line across all the geographical study areas examined in this EqlA,</li> </ul>

<sup>25</sup> LGBT Action Plan, accessed May 2023, [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/721367/GE-O-LGBT-Action-Plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/721367/GE-O-LGBT-Action-Plan.pdf)



	<p>except Cambridge City. Cambridge City had the lowest proportion of heterosexual individuals and the largest proportion of all other sexual orientations. It is likely there will be a greater LGBTQ+ presence in Cambridge, and therefore more likely trips will be made from the LGBTQ+ community in and out of the city centre.</p>
<p><b><i>Are there any particular services or places that people in the group need to access?</i></b></p>	<ul style="list-style-type: none"> <li>• There is a greater likelihood of LGBTQ+ people making more frequent trips into the city centre for socialising and for any services or facilities for the LGBTQ+ community.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b></p>	<ul style="list-style-type: none"> <li>• Concerns have been raised around the safety for LGBTQ+ individuals using buses to travel. This includes hate crime, increased risk of assault, anxiety, abuse or discrimination, which in turn are more likely to restrict or inhibit the use of public transport by LGBTQ+ individuals and could increase loneliness and isolation. Feedback from the consultation included: <ul style="list-style-type: none"> <li><i>“I would also hope that you have looked into the ways that people from ethnic minorities or who identify as LGBTQIA+ are often discriminated against and experience hate crime in public spaces including on public transport and are looking at ways to mitigate this.”</i></li> <li><i>“... lgbtq+ who may feel too vulnerable to travel on public transport due to hate crime.”</i></li> <li><i>“As a gay man I rely on the Cambridge LGBT network. There are no such networks outside of Cambridge. It is already difficult to take part in this network with the current travel options. If the bus network is not sufficient to allow me access it without driving, then I will likely be extremely limited with my interactions and will feel isolated.”</i></li> <li><i>“This plan may force me to use public transport, and travel alone. As a gay male, I fear that the plans could put me at increased risk of assault, abuse or discrimination.”</i></li> <li><i>“As a member of the lesbian/bisexual women community in Cambridge I feel very negatively impacted by this change - this increases the cost of me being able to spend time with others from my community and is likely to lead to me feeling distanced and cut-off from my community. Cambridge is one of the places in the UK with the largest and most vibrant lesbian/bisexual women communities, which is the main reason why I live here. Members of the LGBT community are more likely to suffer from loneliness and are more likely to be assaulted.”</i></li> <li><i>“I don't feel the proposals are flexible enough. For example, my partner faced homophobic abuse the other week getting off a bus in town, that's just one example of how, there are some times and occasions when one doesn't always feel comfortable to use public</i></li> </ul> </li> </ul>



	<i>transport unless they have to, and these proposals penalise people who, for reasons of any reason of anxiety or mental health issue might prefer to be able to use private transport, this is a marginalised category of people by these proposals.”</i>
<b>Are there any other significant issues that have not been raised previously?</b>	<ul style="list-style-type: none"> <li>• LGBTQ+ groups tend to rely on networks within Cambridge to socialise, however bus transport is seen by many as unsafe for LGBTQ+ people.</li> <li>• It has also been raised that those who are LGBTQ+ and of an ethnic minority, may face additional discrimination.</li> </ul>

## 2.11 Characteristics not covered by the Equality Act 2010

<b>Care leavers</b>	
<b>What are some of the key features of this group?</b>	<ul style="list-style-type: none"> <li>• Care leavers are young people (16 to 25 years old) who are leaving care and living independently. Local authorities have a statutory duty to support and protect care leavers.</li> </ul>
<b>What information from the 2021 Census or other data sources are available and what can we draw from this?</b>	<ul style="list-style-type: none"> <li>• The Department for Education gather data on the number of care leavers<sup>26</sup>, however there is no single publicly available dataset for the number and distribution of care leavers, therefore, to infer the likely prevalence and distribution, the number of children currently in care has been examined.</li> <li>• Data is provided as a rate of looked after children (per 10,000 children aged under 18 years old), and the approximate number of children in care based in the total number of under 18 year-olds in each area. Using the lowest data disaggregation available, the rate of children looked after in South Cambridgeshire and Cambridgeshire is lower than that of the region and nationally. However, there is a representation of this group across all areas.</li> </ul>
<b>Are there any particular services or places that people in the group need to access?</b>	<ul style="list-style-type: none"> <li>• Care leavers will share the same trip attractors as young people (see Section 2.2). However, they are also likely to require additional help from care leaver support networks and services such as job centres.</li> <li>• Care leavers are also likely to be more dependent on public transport as they are likely to be on lower incomes or in part- or full-time training or education.</li> </ul>
<b>Have there been any issues arising from engagement and the Making Connections</b>	<ul style="list-style-type: none"> <li>• There were no comments received during the autumn 2022 consultation specifically regarding the impact of the Making Connections Programme upon care leavers, however there were concerns that social care residents could be adversely impacted</li> </ul>

<sup>26</sup> Children looked after rate, ONS, accessed May 2023, [Children looked after rate, per 10,000 children aged under 18 in Huntingdonshire | LG Inform \(local.gov.uk\)](#)



<p><b><i>consultation in autumn 2022 that need to be taken into account?</i></b></p>	<p>due to family and other visitors being discouraged to travel into the STZ in the operating hours.</p>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>• Care leavers may face discrimination when applying for jobs and other training or work experience. They are also likely to be on lower incomes and more reliant on local authority care services and charities for financial support, employment and training advice and health and wellbeing. Taking these factors into account highlights options for employment, education and housing are likely to be limited. This could result in a care leaver having little say in where they live and where, when and how they travel.</li> <li>• Many young care leavers are in receipt of benefits or have low incomes, which may capture them in the DERs proposed for the scheme. However, given substantial financial increases to young people when they start work, when they come off benefits and are not in receipt, or have reduced housing benefits, their accommodation costs increase significantly. It is likely they would then also lose the support around the STZ charge and have an increased cost to engage with employment, this in turn could be an incentive not to work, particularly for low paid, but high aspiration work, such as apprenticeships.</li> <li>• Care leavers are most likely to travel for medical appointments, college courses, for sessions with their job coach at the DWP and for employment opportunities. Some will own a car and a license, whilst others may need support with public transport.</li> <li>• Care leavers are likely to face reduced parental support for transportation to/from appointments, education, or places of leisure, in comparison to other young people.</li> <li>• Many young care leavers are reliant on social housing or semi-independent accommodation. Currently, there are significant issues with housing vacancies in Peterborough and therefore prioritisation is taking place to move young people towards or into Cambridge. For our unaccompanied asylum seeker children who are studying English for Speakers of Other Languages (ESOL), there is also a shortage of space on ESOL courses in Peterborough and more vacancies in Cambridge so travel in and out of Cambridge is becoming more essential for young people who have been in care.</li> </ul>

<p><b>Carers</b></p>	
<p><b><i>What are some of the key features of this group?</i></b></p>	<ul style="list-style-type: none"> <li>• An unpaid carer may look after, give help or support to anyone who has long-term physical or mental ill-health conditions, illness or problems related to old age. This does not include any activities as part of paid employment, and this help can be within or outside of the carer's household.</li> <li>• Women also provide more informal care and would therefore be travelling more for this purpose.</li> </ul>



<p><b><i>What information from the 2021 Census or other data sources are available and what can we draw from this?</i></b></p>	<ul style="list-style-type: none"> <li>The number of people who recorded they were providing unpaid care in the 2021 census. In 2021, Cambridgeshire (91.9%) had a higher number of people providing no care, compared to the East of England (91.4%) and England (91.2%). Cambridge (93.7%) had a higher level of residents providing no unpaid care, compared to the Cambridgeshire average of 91.9%.</li> </ul>
<p><b><i>Are there any particular services or places that people in the group need to access?</i></b></p>	<ul style="list-style-type: none"> <li>Carers may have to make several trips a day, either between caring roles or between their own employment and an unpaid caring role.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b></p>	<ul style="list-style-type: none"> <li>Concerns for those having to provide care for disabled or elderly relatives outside of the city, and/or where journeys are only accessible by car.</li> <li>Caring Together were concerned over the impact the STZ would have on unpaid carers, requesting this group should be exempt from the charge. They added that homecare professionals (i.e. those delivering homecare to individuals and families) should also be exempt from the charge, as it is unrealistic to use public transport when undertaking multiple home visits in a short timeframe.</li> <li>Cambridge Council for Voluntary Services (CCVS), noted the impact that the charge would have on carers, community car schemes and other organisations that operate services that are reliant on vehicles.</li> <li>Other feedback included: <ul style="list-style-type: none"> <li><i>“Foster Carers should be exempt. They regularly need to transport looked after children to non-local schools, contact etc.”</i></li> <li><i>“Massive negative impacts to disabled elderly and social care need residents. Social health will be impacted with families avoiding visits during hours of congestion charges”</i></li> <li><i>“I have major concerns that those providing care to sick relatives, is not included here. The social care system is already under a huge amount of strain. Add in families being unable to afford to travel to care for a sick / elderly relative and you have compounded the issue further.”</i></li> </ul> </li> </ul>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>Many unpaid carers will undertake caring roles around their working hours, meaning they are restricted to the times and destinations they are making trips. This would likely reduce the public transport or active travel options available to them, particularly if they are also transporting the cared for individual. Should these trips take them into or through the STZ during operation they will incur the STZ charge.</li> <li>For those giving informal care, there is potential that some of these journeys could be made outside of the charge operating hours. Where this may not be possible, and for individuals providing</li> </ul>



	<p>informal care from low-income households, they may not be able to afford to pay the charge.</p> <ul style="list-style-type: none"> <li>• Those who will not qualify for either blue badge discounts, or low-income discounts and would need to travel by car to provide care, would be subject to paying the charge and may lead to potential differential adverse effects.</li> <li>• Individuals with disabilities maybe reliant on both formal and informal unpaid care from family and friends. A charging scheme may impact upon the ability to deliver this care.</li> </ul>
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<b>Armed services veterans</b>	
<p><b><i>What are some of the key features of this group?</i></b></p>	<ul style="list-style-type: none"> <li>• The Armed Forces Covenant<sup>27</sup> was established in its current form in 2011, with the aim of ensuring that the Armed Forces Community are treated fairly and face no disadvantage when accessing public and private services, with special provision made in appropriate cases for those who have sacrificed the most, including the bereaved and injured.</li> <li>• The Armed Forces covenant was signed by the three GCP authorities, Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council in 2011.</li> <li>• The Covenant Duty applies to specific functions within the fields of healthcare, education, and housing services. These are key areas where disadvantages to members of the Armed Forces Community have commonly arisen. The relevant functions relate to the following issues:             <ul style="list-style-type: none"> <li>• Healthcare (Provision of services, quality of services, etc.)</li> <li>• Education (Transport, additional needs support, educational attainment and curriculum, etc)</li> <li>• Housing (Allocations policy for social housing, homelessness, disabled facilities grants etc).</li> </ul> </li> </ul>
<p><b><i>What information from the 2021 Census or other data sources are available and what can we draw from this?</i></b></p>	<ul style="list-style-type: none"> <li>• The 2021 Census was the first Census where data on UK armed forces veterans was collected. Results from the census showed there were 1,413,112 people who had previously served in the UK armed forces (not including reserves) in England and Wales in 2021, 2.9% of the population aged 16 years and over.</li> <li>• The percentage of residents who have served in the UK armed forces in the study area (3.0%) is considerably higher than the percentage in Cambridge (1.6%) but similar to the Cambridgeshire (3.2%), South Cambridgeshire (2.7%) and East of England (2.9%) percentages.</li> <li>• There are notably higher UK armed forces veteran populations around RAF Alconbury, RAF Wyton and RAF Wittering. It was also identified that there are high UK armed forces veteran populations</li> </ul>

<sup>27</sup> Armed Forces Covenant: guidance and support, accessed May 2023, Armed Forces Covenant: guidance and support - GOV.UK ([www.gov.uk](http://www.gov.uk))





	<p>in Brampton, the Stukeleys, the Alconburys, Yaxley, Farcet and Whittlesey.</p>
<p><b><i>Are there any particular services or places that people in the group need to access?</i></b></p>	<ul style="list-style-type: none"> <li>• Armed forces veterans are more likely to require regular access to healthcare facilities, including GP services, hospitals, specialist medical services and mental health services. Individuals are likely to have little control over the time and location of appointments with these services, and therefore this may limit their travel options.</li> <li>• Furthermore, there may be armed forces veterans who are disabled and unable to practically use bus travel, and there may be some with mental health illnesses that also impede public transport use.</li> </ul>
<p><b><i>Have there been any issues arising from engagement and the Making Connections consultation in autumn 2022 that need to be taken into account?</i></b></p>	<ul style="list-style-type: none"> <li>• There was a lack of comments received around the armed forces veterans PCG during the autumn consultation. However, where armed forces veterans also fall into another PCG, such as disability or low-income, they are likely to face the same concerns shared by those PCGs.</li> </ul>
<p><b><i>Are there any other significant issues that have not been raised previously?</i></b></p>	<ul style="list-style-type: none"> <li>• The issues likely to impact armed forces veterans are captured within other PCGs (such as disability and low-income), however, armed forces veterans are more likely to experience intersectionality, which could compound adverse impacts for the group.</li> </ul>

### 3 Assessment of proposed bus service improvements under the scenarios by key themes

ASSESSMENT OF BUS SERVICE IMPROVEMENT PROPOSALS BY THEME				
THEMES	GENERAL COMMENTS	SCENARIO 1	SCENARIO 2	SCENARIO 3
<b>Description</b>	<p>Although the proposals could improve bus services for most people across different PCGs, some people may benefit more than others. This may depend on where they live, where they need to travel from/to, how this relates to the bus services available and when these bus services would be introduced. This will vary across the different scenarios.</p> <p>It should be noted that Making Connections and the associated bus improvements and active and sustainable travel improvements are still being developed and are therefore subject to change.</p>	<p>Possible features:</p> <ul style="list-style-type: none"> <li>From 2024, 25% fare reduction; bus service to Addenbrooke's AM and PM; further early/late services plus enhanced park and ride services to Addenbrooke's/Cambridge Biomedical Campus; improved journey times to South Cambridgeshire.</li> <li>Further enhancements to buses to/from outlying districts could be introduced from 2024/25, along with increased frequency of bus services in Cambridge.</li> </ul>	<p>Possible features:</p> <ul style="list-style-type: none"> <li>From 2024, 25% fare reduction; bus service to Addenbrooke's AM and PM; further early/late services plus enhanced P&amp;R services to Addenbrooke's/Cambridge Biomedical Campus.</li> <li>Improved journey times to South Cambridgeshire from 2025.</li> <li>Increased frequency of bus services in Cambridge and enhanced services to East Cambridge from 2027.</li> <li>Further enhancements to buses to/from outlying districts could be introduced from 2027.</li> </ul>	<p>Possible features:</p> <ul style="list-style-type: none"> <li>From 2024, 25% fare reduction; bus service to Addenbrooke's AM and PM; further early/late services plus enhanced P&amp;R services to Addenbrooke's/Cambridge Biomedical Campus.</li> <li>Improved journey times to South Cambridgeshire from 2025.</li> <li>More frequent buses and longer operating hours to South Cambridgeshire from 2027.</li> <li>Increased frequency of bus services in Cambridge from 2027 and enhanced bus services to East Cambridge from 2028.</li> </ul>
<b>Affordability of bus services</b>	<p>Cheaper bus fares could benefit most bus passengers, but not everyone may wish to travel by bus. The cost of a return bus journey on the same day would be cheaper than the cost of the daily STZ charge (even before taking account of car parking and fuel costs etc).</p> <p>However, car drivers may also include other factors in weighing up the costs of switching from car to bus travel (e.g. time pressures, convenience, comfort, personal choice and other themes mentioned in this table).</p> <p>Older people travelling by bus for early morning hospital appointments (before bus passes are accepted) could benefit from lower fares. But people who car-share and larger families may still find it more expensive to travel together by bus.</p> <p><i>For all three scenarios, the details of what bus fare reductions may look like in practice will need to take account of what happens to the Government's current policy (until October 2023) of capping single bus fares to £2.</i></p>	<p>All bus passengers would benefit from a fare reduction from 2024, although the suitability and value-for-money that this presents may vary according to the bus services actually available.</p>	<p>All bus passengers would benefit from a fare reduction from 2024, although the suitability and value-for-money that this presents may vary according to the bus services actually available.</p>	<p>All bus passengers would benefit from a fare reduction from 2024, although the suitability and value-for-money that this presents may vary according to the bus services actually available.</p>

**ASSESSMENT OF BUS SERVICE IMPROVEMENT PROPOSALS BY THEME**

THEMES	GENERAL COMMENTS	SCENARIO 1	SCENARIO 2	SCENARIO 3
<p><b>Availability &amp; accessibility of bus services</b></p>	<p>More bus routes, more frequent services and longer operating hours could benefit most people.</p> <p>Those switching from car travel may face a less direct journeys by bus (depending on the bus route) or additional waiting time at bus stops for bus connections. However, if the STZ charge helps to reduce road traffic, this may help to reduce the travel time of those bus journeys.</p> <p>At either end of their bus journeys, bus passengers may face access issues in getting to/from bus stops and reaching their destination, not least on Cambridge's narrow streets and pavements. This may be a particular issue for people with disabilities that impact on their mobility, such as wheelchair/mobility scooter users and people with sight impairments, and parents/carers walking with young children or needing to use pushchairs or strollers.</p> <p>Night-time shift workers, who tend to be on lower incomes, may face less frequent night-time or early morning services, compared to bus peak operating periods. As people in PCGs (such as ethnic minority communities) tend to earn less, it is possible that they could be disproportionately affected by this.</p>	<p>Bus service improvements could benefit people both within the Greater Cambridge area and further afield in the study area from 2024/25.</p> <p>If bus passengers travelling home from (or to) Cambridge in the mid-late afternoon (prior to the 4pm to 7pm STZ charging period) were caught up in congestion as car drivers try to leave Cambridge before incurring the STZ charge, this could make their journeys longer and less convenient. This could particularly impact secondary school and college students and those parents/carers needing to get home in time to meet or look after their children.</p>	<p>Bus service improvements could benefit more parts of the Greater Cambridge area from 2024/25 and further afield in the study area from 2027.</p> <p>However, people from PCGs living in the wider study area may not enjoy the benefits of the bus improvements as quickly as those living in Greater Cambridge. The 2021 Census shows that there is a higher percentage of disabled people whose day-to-day activities are limited a lot, living in the study area and Cambridgeshire compared to those who live in Cambridge and South Cambridgeshire.</p> <p>However, a move to a 7am to 7pm STZ charge in 2027 or 2028 could help to reduce bus journey times in the afternoon, which could help bus services to run on time. This could benefit secondary school and college students and those parents/carers needing to get home in time to meet or look after their children.</p>	<p>More residents within Greater Cambridge could benefit from improved bus journey times from 2025 and more frequent buses and longer operating hours from 2027. It is not yet whether/how the wider study area beyond Greater Cambridge would benefit from bus service improvements.</p> <p>It is possible that people from PCGs living in the wider study area may not enjoy the bus service improvements that would be available to those living in Greater Cambridge. The 2021 Census shows that there is a higher percentage of disabled people whose day-to-day activities are limited a lot, living in the study area and Cambridgeshire compared to those who live in Cambridge and South Cambridgeshire.</p> <p>If bus passengers travelling home from Cambridge in the mid-late afternoon (prior to the 4pm to 7pm STZ charging period) were caught up in congestion as car drivers try to leave Cambridge before incurring the STZ charge, this could make their journeys longer and less convenient. This could particularly impact secondary school and college students and those parents/carers needing to get home in time to meet or look after their children.</p>
<p><b>Ease/comfort of bus travel</b></p>	<p>Bus service improvements (including better buses with more space for wheelchairs or mobility scooters and strollers or pushchairs) could be a particular benefit for people with mobility problems and parents/carers with young children.</p> <p>However, some PCGs could find it more difficult travelling by bus in morning and evening peak times, particularly if fewer seats are available and buses are crowded. This includes people with mobility issues who need seats. It can</p>	<p>Bus service improvements within Greater Cambridge and further afield across the study area from 2024/25 could help to increase capacity so that there is sufficient room to accommodate wheelchair/mobility scooter users and those with strollers/pushchairs. It could also enable those with mobility problems and people with health conditions that make it difficult to be in crowded spaces, to find a seat for their journey and travel in comfort.</p>	<p>Bus service improvements, within and beyond Greater Cambridge from 2027, could help to increase capacity so that there is sufficient room to accommodate wheelchair/mobility scooter users and those with pushchairs or strollers. It could also enable people with mobility problems and people with health conditions that make it difficult to be in crowded spaces, to find a seat for their journey and travel in comfort.</p> <p>However, people from PCGs living in the wider study area may not enjoy the</p>	<p>Bus service improvements within Greater Cambridge from 2027 could help to increase capacity so that there is sufficient room to accommodate wheelchair/ mobility scooter users and those with pushchairs or strollers. It could also enable those with mobility problems and people with health conditions that make it difficult to be in crowded spaces, to find a seat for their journey and travel in comfort.</p> <p>It is possible that bus services in the wider study area beyond Greater</p>

**ASSESSMENT OF BUS SERVICE IMPROVEMENT PROPOSALS BY THEME**

THEMES	GENERAL COMMENTS	SCENARIO 1	SCENARIO 2	SCENARIO 3
	<p>also include people with mental health conditions and people with different neurological conditions who may find it difficult to be in crowded spaces.</p>		<p>benefits of the bus improvements as quickly as those living in Greater Cambridge. The 2021 Census shows that there is a higher percentage of disabled people whose day-to-day activities are limited a lot, living in the study area and Cambridgeshire compared to those who live in Cambridge and South Cambridgeshire.</p>	<p>Cambridge may not experience the same increases in bus capacity. This means that disabled people and parents with young children living there may not receive the same improvements in ease and comfort of travelling by bus as those living in Greater Cambridge.</p>
<p><b>Coping with change and getting used to bus services</b></p>	<p>Neuro diverse people and people with mental health problems may find it especially difficult to adjust to switching from car travel to bus travel (e.g. if there are delays to bus services) and this can increase anxiety that might impact on their ability/likelihood to travel in future. In turn this could increase social isolation and reduce people's ability to access services or employment they need.</p> <p>People from ethnic minority communities for whom English is not their first language and/or who are new to living in the UK may find it difficult to understand where to catch the right bus service services (e.g. which direction buses on different sides of the road go to). People with visual impairments might also struggle to catch the right bus services.</p>	<p>The extent to which bus service improvements help people from these particular PCGs to get used to bus travel may depend on the amount of funding available for clear signage and real-time bus updates at bus stops and on-board 'next stop' announcements etc.</p> <p>If a 'peak only' STZ period leads to a pre-4pm rush to avoid the 4pm to 7pm STZ charge, this might have a disproportionately negative impact on people with some neurodiverse conditions or mental health conditions that mean they can struggle more with uncertainty linked to being stuck on a bus in traffic and getting home later than expected.</p>	<p>The extent to which bus service improvements help people from these particular PCGs to get used to bus travel may depend on the amount of funding available for clear signage and real-time bus updates at bus stops and on-board 'next stop' announcements etc.</p> <p>It is unclear whether the gradual transition to a full STZ programme by 2027 would help ease the adjustment for bus passengers with some neurodiverse conditions or mental health conditions that mean they can struggle more with uncertainty or over-crowdedness. At any rate, reducing the risk of afternoon buses getting stuck in traffic would seem to be positive.</p>	<p>The extent to which bus service improvements help people from these particular PCGs to get used to bus travel may depend on the amount of funding available for clear signage and real-time bus updates at bus stops and on-board 'next stop' announcements etc.</p> <p>If this scenario generates reduced income for bus service improvements, it is assumed that the availability of funding for better information and updates might also be more limited. This might make it more difficult for people with some mental health conditions and some neuro-diverse conditions and people from some ethnic minority communities (for whom English is a second language or who recently moved to the UK) to become familiar/at ease with the changes.</p>
<p><b>Safety and feeling safe</b></p>	<p>Some groups (e.g. disabled people, LGBTQ+ people, and people from ethnic minority communities may not feel safe waiting for a bus (esp. in the evening /at night) due to fear of hate crime/harassment from other bus passengers. Hate crime is most commonly experienced due to hatred towards someone's ethnicity. Women are also less likely to feel safe at night and are more likely to experience sexual abuse or harassment than men than vice versa, so may not feel safe waiting for a bus at night. Meanwhile, young men may be at greater risk of physical violence while waiting for a bus/travelling by bus.</p>	<p>More frequent bus services from 2024/25 could mean shorter waiting times at bus stops and, hopefully, less fear of being isolated and vulnerable and at risk of hate crime or harassment. Similarly, if there are more passengers on board a bus then this might help to reduce the risk of abuse and/or make it more likely that fellow passengers would act as natural surveillance.</p>	<p>More frequent bus services from 2027 could mean shorter waiting times at bus stops and, hopefully, less fear of being isolated and vulnerable and at risk of hate crime or harassment. Similarly, if there are more passengers on board a bus then this might help to reduce the risk of abuse and/or make it more likely that fellow passengers would act as natural surveillance.</p> <p>However, before these more frequent services are introduced, people from these PCG groups may be more reluctant to travel by bus due to risks to safety.</p>	<p>If the bus service improvements do not extend beyond Greater Cambridge or there are reductions to the frequency of bus services, this could mean longer waits at bus stops and less people around to offer greater assurance of natural surveillance to help people stay safe. People from PCG groups most likely to be subjected to hate crime and/or harassment may be more reluctant to travel by bus.</p>

**ASSESSMENT OF BUS SERVICE IMPROVEMENT PROPOSALS BY THEME**

THEMES	GENERAL COMMENTS	SCENARIO 1	SCENARIO 2	SCENARIO 3
<p><b>Quality of life and well-being</b></p>	<p>For many people in the study area, Cambridge serves as a focal point for employment, services (including health and education), sports/leisure, cultural and social life opportunities.</p> <p>Leisure opportunities help reduce social isolation of groups who might be more susceptible to loneliness such as older people, and disabled people. Moreover, people from ethnic minority communities may be more likely to experience loneliness – a 2021 survey Cambridge Ethnic Community Forum undertook on people’s experiences of living in, working in and studying in Cambridge found that both before and after Covid-19 respondents felt disconnected from others in different ways.</p> <p>Some places of worship in Cambridge for particular religious groups serve an area wider than the city itself. This is especially likely to be the case for people who are non-Christian as there are more places of worship in local villages than for those of other religions.</p>	<p>The bus service improvements from 2024/25 could provide greater access to services and social/leisure opportunities in Cambridge and other towns, not least to those not owning a car and/or living in more rural areas and/or those who could be more socially isolated.</p>	<p>The bus service improvements from 2027 could provide greater access to services and social/leisure opportunities for people living in the wider study area, not least to those not owning a car and/or living in more rural areas and/or those who could be more socially isolated.</p> <p>However, people from PCGs living in the wider study area may not enjoy these benefits as quickly as those living in Greater Cambridge.</p>	<p>The bus service improvements from 2027 could provide greater access to services and social/leisure opportunities for people living in Greater Cambridge not least to those not owning a car and/or living in more rural areas and/or those who could be more socially isolated.</p> <p>However, it is possible that if bus service improvements in the wider study area beyond Greater Cambridge may not enjoy same benefits as those living in Greater Cambridge.</p>

#### 4 Assessment of the STZ charge proposals under the scenarios by key themes

ASSESSMENT OF SUSTAINABLE TRAVEL ZONE CHARGE PROPOSALS BY THEME				
THEMES	GENERAL COMMENTS	SCENARIO 1*	SCENARIO 2	SCENARIO 3
<b>Description</b>	<p>The proposals presented in the autumn consultation showed the STZ would apply to drivers of cars, vans, lorries and coaches etc. (travelling in, around or out of the STZ) detected by ANPR cameras within operating hours.</p> <p>The wider programme also proposes improvements to bus services and cycling/walking infrastructure as alternative to car travel. The scenarios differ over how widely and quickly these improvements could be implemented. A potential unfairness might be if drivers within the GCP area incur the STZ charge before the improvements are introduced locally.</p> <p><b>It should be noted that Making Connections and the associated STZ charge and DERs are still being developed and are therefore subject to change.</b></p>	<p>Possible features:</p> <ul style="list-style-type: none"> <li>• AM and PM peak only from 2026. (7am to 10am and 4pm to 7pm), Monday to Friday (charge paid once).</li> <li>• £5 charge for cars and small vans. No charge for powered two-wheelers (mopeds and motorbikes).</li> <li>• 100% discount for all Addenbrooke's patients and visitors (incl. 1 hour before and one hour after parking/drop-off).</li> <li>• DER would apply (e.g. for Blue Badge holders and support for those on low incomes).</li> </ul>	<p>Possible features:</p> <ul style="list-style-type: none"> <li>• Phased approach to consultation proposal. AM peak only in 2026, Monday to Friday (charge paid once), but moving to 7am to 7pm, Monday to Friday charge in 2027 or 2028.</li> <li>• £5 for cars. No charge for powered two-wheelers (mopeds and motorbikes).</li> <li>• 'Free days' (for those registered with STZ scheme): 180 (AM only) in 2026; 180 in 2027; 100 in 2028; 50 in 2029.</li> <li>• DER would apply (e.g. for Blue Badge holders and support for those on low incomes).</li> </ul>	<p>Possible features:</p> <ul style="list-style-type: none"> <li>• AM and PM peak only from 2026. (7am to 10am and 4pm to 7pm), Monday to Friday (charge paid once).</li> <li>• £3 charge for cars. No charge for powered two-wheelers (mopeds and motorbikes).</li> <li>• 100% discount for all Addenbrooke's patients and visitors.</li> <li>• 100 free days in 2027 and 2028.</li> <li>• DER would apply (e.g. for Blue Badge holders and support for those on low incomes).</li> </ul>
<b>Liability for the charge</b>	<p>All drivers of vehicles entering the STZ during operational hours would be charged. Depending on where the ANPR cameras were located within the city, there may be a suspicion that some residents within the city might undertake short journeys without incurring a charge, or 'rat-run' routes where people avoid the charge. This could be seen as unfair by those who do incur the charge.</p> <p>One major concern that applies to all three scenarios is that Gypsies and Travellers living on the Blackwell and Fen Road Traveller sites could be particularly disadvantaged (unless appropriate mitigations are put in place) because although those sites are outside the STZ, the only road access in/out the site involves travelling into the STZ (and incurring a charge).</p>	<p>By limiting the STZ charge to 7am to 10am and 4pm to 7pm on Monday to Friday, may enable more motorists to avoid incurring the charge by travelling into/through/out of Cambridge during the 10am to 4pm 'inter-peak' period.</p> <p>This may enable older people and disabled people, who may be more dependent on car travel (and those who care for/visit them) into/within/out of the STZ during the non-peak periods without incurring the charge.</p> <p>Furthermore, it could benefit people with a disability who do not qualify for a Blue Badge DER or those people who do not qualify for a low-income DER and who can manage their travel patterns to avoid the STZ charge operating times at 'peak' periods. However, those working in the retail,</p>	<p>In the early years of this scenario, liability for the charge would be lessened by limiting the STZ charge to 'morning peak only' in 2026.</p> <p>This could benefit people with a disability who do not qualify for a Blue Badge DER or those people who do not qualify for a low-income DER and who can manage their travel patterns to avoid the STZ charge operating times at 'peak' periods.</p> <p>However, those working in the retail, hospitality, leisure and tourism sectors in often lower income jobs are more likely to be in employment where they are required to provide an 'in-person' service in a fixed location between fixed working hours.</p> <p>Allowing motorists an allowance of 'free days' between 2026 and 2029 might be</p>	<p>By limiting the STZ charge to 7am to 10am and 4pm to 7pm on Monday to Friday, this would enable more motorists to avoid incurring the charge by travelling into/through/out of Cambridge during the 10am to 4pm 'inter-peak' period.</p> <p>This may enable older people and disabled people, who may be more dependent on car travel (and those who care for/visit them) into/within/out of the STZ during the non-peak periods without incurring the charge.</p> <p>Furthermore, it could benefit people with a disability who do not qualify for a Blue Badge DER or those people who do not qualify for a low-income DER and who can manage their travel patterns to avoid the STZ charge operating times at 'peak' periods.</p>

**ASSESSMENT OF SUSTAINABLE TRAVEL ZONE CHARGE PROPOSALS BY THEME**

THEMES	GENERAL COMMENTS	SCENARIO 1*	SCENARIO 2	SCENARIO 3
	<p>There does not seem to be any other group of people living outside the STZ who would face the same circumstances. Moreover, Gypsy and Traveller people are especially likely to be economically inactive and to experience poverty, exacerbating the disproportionately negative impact of the charge on these communities.</p>	<p>hospitality, leisure and tourism sectors often in lower income jobs are more likely to be in employment where they are required to provide an 'in-person' service in a fixed location between fixed working hours.</p> <p>Whilst the inter-peak period would provide Traveller site residents to drive on and off their sites without incurring the STZ charge, this does not fully address the adverse impact that would put them at an unfair disadvantage. Further mitigation of this impact is still needed.</p>	<p>a particular benefit to those whose car journeys into or out of the STZ are primarily focussed on taking children to/from school or college during the academic year or who are able to limit the number of journeys they make during STZ charging times to within their 'free day' allowance. However, this allowance may taper off and end after 2029, alongside the introduction of the full 7am to 7pm, Monday to Friday STZ charge from 2027 or 2028.</p> <p>Whilst the 'morning peak only' STZ charge in 2026 and initial 'free days' allowance would provide the Traveller site residents greater scope to drive on and off their sites without incurring the STZ charge, this does not fully address the adverse impact that would put them at an unfair disadvantage. Further mitigation of this impact is still needed.</p>	<p>However, those working in the retail, hospitality, leisure and tourism sectors often in lower income jobs are more likely to be in employment where they are required to provide an 'in-person' service in a fixed location between fixed working hours.</p> <p>Allowing motorists an allowance of 'free days' in 2027 and 2028 might be a particular benefit to those whose car journeys into or out of the STZ are primarily focussed on taking children to/from school or college during the academic year or who are able to limit the number of journeys they make during STZ charging times to within their 'free day' allowance.</p> <p>Whilst the inter-peak period would provide Traveller site residents to drive on and off their sites without incurring the STZ charge, this does not fully address the adverse impact that would put them at an unfair disadvantage. Further mitigation of this impact is still needed.</p>
<p><b>Affordability of the STZ charge (and impact on household finances)</b></p>	<p>Some may view any STZ charge as unfair, especially given the Cost-of-Living crisis. Concerns raised that a £5 daily charge each weekday could amount to a £25 hit on household finances every week. But it needs to be put in the context of bus service improvements that the income generated by the STZ charge could help to fund. This could help to provide alternatives to car travel and opportunities to get into, around, and out of Cambridge for less than the cost of the STZ charge.</p> <p>Some DER (e.g. for Blue Badge holders and those on low incomes) are proposed. Disabled people are more likely to experience poverty and have</p>	<p>Confining the STZ charge operating hours to 7am to 10am and 4pm to 7pm, Monday to Friday would make this scenario more affordable than the previous weekday 7am to 7pm charge proposal. Including small vans in the £5 charge bracket, alongside cars, could also make the STZ charge more affordable for small businesses and tradespeople who might, otherwise, have to pass on their increased costs in their bills to customers.</p> <p>Despite those mitigations and the availability of alternatives to car travel, critics could still argue that £25 STZ costs a week could have a disproportionately adverse impact on those on lower incomes (and therefore,</p>	<p>The free days allowed under this scenario could help address concerns raised during the consultation (e.g. from carers needing to drive out of or into the city in order to look after their relatives everyday meeting care needs, which may not be able to be put off until an inter-peak period (after 10am). In 2026 and 2027, the free days could also cover most days in an academic year when parents might need to take their children to school.</p> <p>Even though bus service improvements would be rolled out further across the study area by 2027 or 2028, those unable to access or use buses, a 7am to 7pm charge could have a disproportionately adverse impact on</p>	<p>The £3 daily STZ charge would minimise the costs for motorists and would help to support bus service improvements, at least in Greater Cambridge.</p> <p>However, if the bus service improvements which the STZ charge under this scenario would fund are limited to Greater Cambridge, this could be less beneficial to drivers commuting into Cambridge from the wider study area or city residents driving beyond South Cambridgeshire, because the STZ would not be helping to fund alternatives to car travel which they could benefit from.</p> <p>That said, some drivers living outside Greater Cambridge might be able to</p>

**ASSESSMENT OF SUSTAINABLE TRAVEL ZONE CHARGE PROPOSALS BY THEME**

THEMES	GENERAL COMMENTS	SCENARIO 1*	SCENARIO 2	SCENARIO 3
	<p>higher living costs associated with disability so if they are also a Blue Badge holder the exemption will have a positive impact.</p> <p>Drivers coming into Cambridge could park at park and ride sites outside the STZ and avoid the charge.</p>	<p>on people in PCG groups most likely to experience poverty or low-income like disabled people, people from some ethnic minority groups and women).</p>	<p>those on lower incomes (and therefore, on people in PCG groups most likely to experience poverty or be on low-incomes, like disabled people, people from some ethnic minority groups and women).</p>	<p>leave their vehicles at the park and ride sites outside the STZ (although spaces are limited).</p>
<p><b>Traffic levels &amp; road safety</b></p>	<p>Reductions in road traffic (which could be achieved if the STZ programme incentivises the switch from car travel to bus travel and cycling/ walking) could improve road safety, which could particularly benefit children getting to school and people with mobility issues getting about.</p>	<p>A 'peak only' STZ charge, operating between 7am to 10am and 4pm to 7pm would be unlikely to lead to significant traffic reduction, but might spread the traffic into the inter-peak period (between 10am and 4pm) when the STZ charge would not be incurred.</p> <p>Whilst there might be some reduction in traffic levels (and improvement in road safety) during the 'morning peak', the potential for drivers seeking to travel through (<i>as could be getting in also</i>) STZ before 4pm could lead to increased congestion and greater road safety risks, coinciding with the end of the school/college day. This could have particular implications for secondary school children and college students traveling to/from school by bike or on foot.</p>	<p>By easing the impact on drivers in the early years (by limiting the STZ operating period to 'morning peak only' in 2026 and having a tapering scheme of 'free days'), the reduction in road traffic within the STZ is likely to be gradual. This may not help to realise the hoped-for road safety improvements in the short-term. The risk might be particularly significant for secondary school children and college students traveling to/from school by bike or on foot.</p> <p>Traffic reduction and road safety improvements might only materialise more fully following the introduction of the weekday 7am to 7pm STZ charge from 2027 or 2028.</p>	<p>A 'peak only' STZ charge, operating between 7am to 10am and 4pm to 7pm would be unlikely to lead to significant traffic reduction, but might spread the traffic into the inter-peak period (between 10am and 4pm) when the STZ charge would not be incurred.</p> <p>By minimising the impact on drivers in the early years (by limiting the daily STZ charge to £3, which would only apply between 7am to 10am and 4pm to 7pm, Monday to Friday) and by easing this further with 'free days', the reduction in road traffic and road safety improvements within the STZ is likely to be less significant.</p> <p>Whilst there might be some reduction in traffic levels (and improvement in road safety) during the 'morning peak', the potential for drivers seeking to get out of the STZ before 4pm could lead to increased congestion and greater road safety risks, coinciding with the end of the school/college day. This could have particular implications for secondary school children and college students traveling to/from school by bike or on foot.</p>
<p><b>Air quality and health</b></p>	<p>Reductions in road traffic (which could be achieved if the STZ incentivises the switch from car travel to bus travel and cycling/walking) could lead to improvements in air quality. Although</p>	<p>If traffic levels are just spread out across the day (with more motorists driving in/through/out of Cambridge during the 10am to 4pm inter-peak period on weekdays, this is unlikely to make a</p>	<p>Significant improvements in air quality (leading to positive health benefits for people in particular PCGs) could be realised once a weekday 7am to 7pm</p>	<p>If traffic levels are just spread out across the day (with more motorists driving in/through/out of Cambridge during the 10am to 4pm inter-peak period on weekdays, this is unlikely to</p>



## ASSESSMENT OF SUSTAINABLE TRAVEL ZONE CHARGE PROPOSALS BY THEME

THEMES	GENERAL COMMENTS	SCENARIO 1*	SCENARIO 2	SCENARIO 3
	<p>this could benefit everyone, it would be a particular improvement for pregnancy, people with existing cardiovascular or respiratory disease, older people, children and low-income communities<sup>28</sup></p>	<p>significant positive difference to air quality or the health of people in particular PCGs. However, the STZ may fund bus improvements including upgrading the fleet to Euro 6 standard, or Zero Emission buses which is likely to deliver air quality benefits.</p>	<p>STZ charge is introduced in 2027 or 2028.</p>	<p>make a significant positive difference to air quality or the health of people in particular PCGs.</p>
<p><b>Access to services and employment</b></p>	<p>For many people in the study area, Cambridge serves as a focal point for employment, health services (not least Addenbrooke's Hospital and The Rosie maternity hospital) and education (including sixth form colleges, Cambridge Regional College and Cambridge University). At the same time, people will also be travelling out of the STZ during operating hours to travel to other places or employment and services.</p> <p>All three scenarios may impact on those who are required to use their own vehicles as part of their work. This may include agency staff care workers visiting the homes of older people or disabled people and delivery drivers for online orders or take-away food. Such workers tend to be lower paid and/or on 'zero-hours' contracts or self-employed. As the Making Connections programme development continues, further information on the impact to homecare services and home deliveries will be identified.</p> <p>Care leavers and armed forces veterans are more likely to require access to public services, such as medical facilities and employment services.</p> <p>Romany Gypsy and Travellers from Irish descent already face barriers to accessing services, due to cultural differences and prejudice. This makes</p>	<p>The proposed 100% DER for attending or visiting Addenbrooke's Hospital would help those who need health services more frequently, such as those with disabilities or long-term illnesses (including older people), people needing medical treatment related to gender reassignment and for pregnancy and maternity. In particular, this could help those people with a disability who do not qualify for a Blue Badge.</p> <p>Whilst it may be possible for most home deliveries to be focussed on the 'inter-peak' period, staff making homecare visits may be more impacted if they have to make visits between 7am to 10am (to help the people they care for to get up in the mornings). If the introduction of the STZ charge led to reduced staffing capacity and reduced homecare for frail elderly people or disabled people, this could have an adverse impact. This should however have less impact upon registered carers who are included within the DER proposals.</p> <p>For those on low incomes who do not have access to a vehicle, the improvements to public transport may provide them with a means to accessing employment they previously did not have.</p>	<p>The 'free days' allowance between 2026 -2029 could mitigate the impact on people attending or visiting Addenbrooke's Hospital or attending medical appointments elsewhere which might involve driving through the STZ during operational hours. This might particularly help people with disabilities or long-term illnesses (including older people), people needing medical treatment related to gender reassignment and for pregnancy and maternity.</p> <p>Whilst the introduction of a 'morning peak only' STZ charging period in 2026 means that it may be possible for most home deliveries to be take place after 10am, staff making homecare visits may be more impacted if scheduled to make visits between 7am to 10am (to help the people they care for to get up in the mornings). Although professional carers would also have their personal STZ 'free days' allowance available to them, there is a question about whether individuals should be expected to use this allowance for this purpose which could enable older people and disabled people they work for to continue to live in their own homes. If the introduction of the STZ charge led to reduced homecare staff capacity and reduced homecare for older people or disabled people, this could have an adverse impact on people in these PCGs.</p>	<p>The proposed 100% discount for attending or visiting Addenbrooke's Hospital would help those who need health services more frequently, such as those with disabilities or long-term illnesses (including older people), people needing medical treatment related to gender reassignment and for pregnancy and maternity. In particular, this could help those people with a disability who do not qualify for a Blue Badge. The 'free days' allowance in 2027 and 2028 could also mitigate the impact of those travelling by car through the STZ (during operational hours) to medical appointments elsewhere.</p> <p>Whilst it may be possible for most home deliveries to be focussed on the 'inter-peak' period, staff making homecare visits may be more impacted if scheduled to make visits between 7am to 10am (to help the people they care for to get up in the mornings). Although professional carers would also have their personal STZ 'free days' allowance available to them, there is a question about whether individuals should be expected to use this allowance for this purpose which enables the older people and disabled people they work for to continue to live in their own homes. If the introduction of the STZ charge led to reduced homecare staff capacity and reduced</p>

<sup>28</sup> Health matters: air pollution, accessed May 2022, [Health matters: air pollution - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

**ASSESSMENT OF SUSTAINABLE TRAVEL ZONE CHARGE PROPOSALS BY THEME**

THEMES	GENERAL COMMENTS	SCENARIO 1*	SCENARIO 2	SCENARIO 3
	<p>them less likely to access and use public services.</p>		<p>The introduction of a 7am to 7pm STZ charge, Monday to Friday, from 2027 or 2028 (particularly with ‘free days’ allowances tapering off by the end of 2029) could further reduce access to medical appointments and other services.</p>	<p>homecare for older people or disabled people, this could have an adverse impact on people in these PCGs.</p>
<p><b>Access to public activities and spaces</b></p>	<p>For many people in the study area, Cambridge serves as a focal point for sports/leisure, cultural and social life opportunities. Without these people face social isolation and loneliness, particularly older people.</p> <p>LGBTQ+ are more likely to have support networks and groups located in or near city centres. Isolation may be felt by those living further away as these groups are less likely to run outside of the city centre.</p> <p>Leisure opportunities help reduce social isolation of groups who might be more susceptible to loneliness such as older people, disabled people and parents of very young children.</p> <p>Moreover, people from ethnic minority communities may be more likely to experience loneliness – a 2021 survey Cambridge Ethnic Community Forum undertook on people’s experiences of living in, working in and studying in Cambridge found that both before and after Covid-19 respondents felt disconnected from others in different ways.</p> <p>Some places of worship in Cambridge serve an area wider than the city itself. This is especially likely to be the case for people who are non-Christian, as there are more places of worship in local areas/ villages for Christians than for those of other religions.</p> <p>As is their culture, it is very important for Romany Gypsy and Travellers from</p>	<p>An ‘inter-peak’ period between 10am to 4pm on Mondays to Fridays, during which the STZ charge would not apply, could help active older people to drive to activities/hobbies (e.g. bowls clubs or music groups) and be able to take any heavy/ bulky equipment with them (which would be less easy to transport by bus). However, if those activities (e.g. cinema screenings or theatre performances) extend later into the afternoon, so that the journey home would involve midweek travel in the STZ between 4pm to 7pm, the charge would apply.</p> <p>Older people and disabled people living on their own at home would also benefit from the mid-week ‘inter-peak’ period, with friends and relatives being able to visit them by car between 10am to 4pm, Monday to Friday (as well as all day at weekends) without being charged.</p> <p>People from non-Christian faiths may be adversely affected by the STZ charge operating times on Mondays to Fridays where this coincides with times of worship services and/or religious services (e.g. Friday early evening services to celebrate the Jewish Sabbath and the Synagogue in Cambridge and the celebration of Ramadan and Eid at the Cambridge Mosque).</p>	<p>The introduction of a ‘morning peak only’ STZ charging period in 2026 means that it may be possible for people to travel by car to attend midweek hobbies and sports/cultural/social activities after 10am without incurring the charge. This would include midweek cinema screenings or theatre performances extending into the later afternoon and evening.</p> <p>The move to a weekday 7am to 7pm STZ charge could restrict these opportunities for those with Blue Badge or low-income discounts. Whilst the ‘free days’ allowance could mitigate the impact for those wishing to take part in hobbies and social activities during STZ operating times, this allowance would end in 2029.</p> <p>The weekday 7am to 7pm charge would further restrict the ability for the Traveller site residents to leave or enter without incurring the STZ charge.</p>	<p>An ‘inter-peak’ period between 10am to 4pm on Mondays-Fridays, during which the STZ charge would not apply, could help active older people to drive to activities/hobbies (e.g. bowls clubs or music groups) and be able to take any heavy/ bulky equipment with them (which would be less easy to transport by bus).</p> <p>Older people and disabled people living on their own at home would also benefit from the mid-week ‘inter-peak’ period, with friends and relatives being able to visit them by car between 10am to 4pm, Monday to Friday (as well as all day at weekends) without being charged.</p> <p>People from non-Christian faiths may be adversely affected by the STZ charge operating times on Mondays to Fridays where this coincides with times of worship services and/or religious services (e.g. Friday early evening services to celebrate the Jewish Sabbath and the Synagogue in Cambridge and the celebration of Ramadan and Eid at the Cambridge Mosque).</p>

## ASSESSMENT OF SUSTAINABLE TRAVEL ZONE CHARGE PROPOSALS BY THEME

THEMES	GENERAL COMMENTS	SCENARIO 1*	SCENARIO 2	SCENARIO 3
	<p>Irish descent to be able to actually travel for their wellbeing. They also face social isolation and discrimination in public spaces.</p> <p>With improved public transport options, most of the PCGs (such as young people) will find it easier to access a wider range of activities and areas, enhancing overall mobility and opportunities for engagement, they will also be able to participate in events and social interactions more easily.</p>			

\*Scenario 1A has recently been considered for the Making Connections programme, and was created with the aim of balancing the consultation feedback against the programme's ability to achieve its defined objectives. Scenario 1A aligns with the charge costs and charge times of Scenario 1 but includes 50 free days in perpetuity along with an SME business discount of 50% for businesses in Cambridgeshire. The 50 free days would support those from low-incomes groups, as an addition to the tapered discount. However, the provision of the 50 free days presents a trade-off involving reduced revenue for buses and sustainable transport against the advantages of these free days. Scenario 1A would lead to a comparatively lower financial investment in buses, resembling the investment level of Scenario 3. Consequently, PCGs who do not live in Cambridge, may not access the same bus service enhancements as those residing in the city.

\*\*The consultation scheme was considered for the 2022 Making Connections programme, the package included charges of £5 for cars, £10 for LGVs, and £50 for HGVs. The scheme would operate daily between 7am and 7pm on weekdays, transitioning to AM only from 2026. The consultation scheme offered free trips for hospitals (both patients and visitors), while van charges were equivalent to car charges. The 2022 EqlA reflected mixed effects across various PCGs. Some groups, such as women, informal caregivers, children, pregnant individuals, those with disabilities, and older individuals, were found to experience neutral effects. However, adverse impacts were recognized for the Gypsy and Traveller Community and specific individuals with disabilities who lacked blue badges or disabled tax class vehicles but relied on cars for travel. Those aged 25-64 were scoped out of the EqlA 2022, as the initial consultant indicated that this age group would not experience any differential or disproportionate effects related to their age as a result of the Making Connections programme. DERs, exemptions, and a funded bus service will play a pivotal role in addressing equality impacts effectively. However, the bus service offer for the three scenarios in this EqlA will be less comprehensive compared to the consultation package.

## 5 Assessment of sustainable transport indicative proposals

ASSESSMENT OF SUSTAINABLE TRANSPORT INDICATIVE PROPOSALS			
INDICATIVE TIME FRAME	SCENARIO 1	SCENARIO 2	SCENARIO 3
<b>Short term (pre-STZ implementation and 2 years after implementation) indicative proposals.</b>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Modal filters</li> <li>• App based travel planners / real time information (MaaS App)</li> <li>• Personalised travel planners</li> <li>• Enhanced maintenance of existing active travel network</li> <li>• School travel initiatives</li> <li>• Point closures</li> <li>• Mobility hub development</li> </ul>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Modal filters</li> <li>• App based travel planners / real time information (MaaS App)</li> <li>• Personalised travel planners</li> <li>• Enhanced maintenance of existing active travel network</li> <li>• School travel initiatives</li> <li>• Point closures</li> <li>• Mobility hub development</li> </ul>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• App based travel planners / real time information (MaaS App)</li> <li>• Enhanced maintenance of existing active travel network</li> <li>• School travel initiatives</li> </ul>
<b>Initial anticipated impacts on PCGs in the short term</b>	<p>Scenarios 1 and 2 will have the same proposed measures in the short term, all of which will benefit those using sustainable methods of travel across Greater Cambridge. The likely impact on PCGs include:</p> <ul style="list-style-type: none"> <li>• App based and personalised travel planners, alongside real time information, will enable people to plan their journeys in advance, enable people to be more responsive to any unforeseen changes to their route and help people plan for unfamiliar journeys. This could help those with disabilities, older people and pregnant people, who all are more likely to be travelling to healthcare facilities.</li> <li>• School travel initiatives will benefit school aged children through promoting healthier ways of travelling, both in terms of reducing emissions and enabling them and their parents to make more active travel choices.</li> <li>• Mobility hubs could help people interchange between transport modes and provide people with more flexibility in their choice of transport for all or part of their journey. In particular this could benefit those on low incomes reach employment locations that may have previously been inaccessible. This may also help school children and those in further education access educational facilities.</li> <li>• Whilst further detail on the modal filters, point closures and enhanced maintenance of the existing active travel network is not yet known, improvements may result in safer and more accessible sustainable and active travel facilities.</li> </ul>		<p>Scenario 3 shares some of the same benefits that would be expected with scenarios 1 and 2, however the offering is less:</p> <ul style="list-style-type: none"> <li>• App based travel planners and real time information would help plan journeys in advance and be reactive to the current travel situation. Though these could benefit disabled, older people and pregnant people plan their journeys for medical appointments, it may lack detail that a personalised travel planner would have (such as further detail on the accessibility and facilities available for their journey).</li> </ul>
<b>Medium term (3-5 years after STZ implementation)</b>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Newmarket Road P&amp;R cycle promotion</li> <li>• Bike Loan / subsidy</li> <li>• Inclusive cycle schemes</li> <li>• Closure of Silver Street</li> <li>• Parking hubs for sustainable travel modes</li> </ul>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Newmarket Road P&amp;R cycle promotion</li> <li>• Bike Loan / subsidy</li> <li>• Inclusive cycle schemes</li> <li>• Closure of Silver Street</li> <li>• Parking hubs for sustainable travel modes</li> </ul>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Newmarket Road P&amp;R cycle promotion</li> <li>• Bike Loan / subsidy</li> <li>• Inclusive cycle schemes</li> <li>• Parking hubs for sustainable travel modes</li> <li>• Swipe card cycle parking</li> </ul>

**ASSESSMENT OF SUSTAINABLE TRANSPORT INDICATIVE PROPOSALS**

INDICATIVE TIME FRAME	SCENARIO 1	SCENARIO 2	SCENARIO 3
	<ul style="list-style-type: none"> <li>• Swipe card cycle parking</li> <li>• Mobility credit scheme</li> <li>• Freight consolidation</li> <li>• Last mile delivery hubs</li> <li>• Workplace travel challenge</li> <li>• Improve approach to Lensfield Road/Hills Road junction</li> <li>• Cycle parking at Queen Anne Terrace car park</li> <li>• Cycle lanes along Brookfields / Mill Road</li> <li>• Cycle improvements along Regents Street</li> </ul>	<ul style="list-style-type: none"> <li>• Swipe card cycle parking</li> <li>• Mobility credit scheme</li> <li>• Freight consolidation</li> <li>• Last mile delivery hubs</li> <li>• Workplace travel challenge</li> <li>• Improve approach to Lensfield Road/Hills Road junction</li> <li>• Cycle parking at Queen Anne Terrace car park</li> <li>• Cycle lanes along Brookfields / Mill Road</li> <li>• Cycle improvements along Regents Street</li> </ul>	<ul style="list-style-type: none"> <li>• Mobility credit scheme</li> <li>• Freight consolidation</li> <li>• Workplace travel challenge</li> <li>• Cycle parking at Queen Anne Terrace car park</li> </ul>
<p><b>Initial anticipated impacts on PCGs in the medium term</b></p>	<p>Scenarios 1 and 2 will have the same proposed measures in the medium term, all of which will continue to benefit those using sustainable methods of travel across Greater Cambridge. The likely impact on PCGs include:</p> <ul style="list-style-type: none"> <li>• Parking hubs that could benefit those on low incomes to make onward journeys via sustainable travel modes, through not having to travel withing the STZ and incur the STZ charge.</li> <li>• Mobility credit schemes could help encourage people to use sustainable travel through incentivising scrapping older polluting cars. This could benefit low-income groups who are dependent on using a car as it is currently more financially beneficial. Reducing the number of old cars could also reduce emissions, which could improve air quality, benefiting disabled people, older people and children.</li> <li>• Various cycling improvements (including parking facilities and lanes) could improve people’s propensity to cycle as a more accessible option. This could benefit those on low incomes, who now have a safer and more appealing cycle route and can therefore avoid travelling in the STZ by car and incurring the STZ charge.</li> </ul>		<p>Scenario 3 will benefit PCGs primarily through parking hubs and mobility credit schemes. These are most likely to benefit those on low incomes and those who will benefit from improved air quality (disabled people, older people and children).</p>
<p><b>Long term (5 to 10 years after STZ implementation)</b></p>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Histon to Histon Road cycleway</li> <li>• Redesign of multiple roads</li> </ul>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Histon to Histon Road cycleway</li> <li>• Redesign of multiple roads</li> <li>• North Cambridge East - West cycleway</li> <li>• City North - South cycleway</li> </ul>	<p>Proposed measures:</p> <ul style="list-style-type: none"> <li>• Redesign of multiple roads</li> </ul>
<p><b>Initial anticipated impacts on PCGs in the long term</b></p>	<p>Indicative proposals for the long term in scenario 1 include a cycle way and redesigning of multiple roads. These measures could encourage modal shift for many to more sustainable travel modes. This could have a beneficial impact on PCGs</p>	<p>Indicative proposals for the long term in scenario 2 include cycle ways and redesigning of multiple roads. These measures could encourage modal shift for many to more sustainable travel modes. This could have a beneficial impact on PCGs across a wider area through reduced emissions and better</p>	<p>Indicative proposals for scenario 3 include the redesign of multiple roads. This could encourage modal shift for many to more sustainable travel modes, which in turn could improve air quality</p>

<b>ASSESSMENT OF SUSTAINABLE TRANSPORT INDICATIVE PROPOSALS</b>			
<b>INDICATIVE TIME FRAME</b>	<b>SCENARIO 1</b>	<b>SCENARIO 2</b>	<b>SCENARIO 3</b>
	through reduced emissions and better air quality for disabled people, older people and children.	air quality for disabled people, older people and children.	benefiting disabled people, older people and children.

- 5.1.1. Across all scenarios, and during each time frame from pre-STZ to 10 years after, sustainable transport improvements will encourage people to make smarter travel choices. Modal shift to more sustainable and active travel modes may reduce emissions and improve air quality, and an increase in the uptake of active travel modes may also improve public health as people undertake more exercise as part of their frequent trips.
- 5.1.2. These sustainable transport proposals are currently high-level aspirations of where the STZ could fund, in order to reap the greatest benefits for Greater Cambridge. These will be developed as the Making Connections Programme moves forward.

**6 Equality impact assessment overview by protected characteristic groups and other categories**

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
<b>General impacts (depending on where someone lives)</b>	<p>All bus passengers could benefit from cheaper bus fares across the Study Area from 2024.</p> <p>Bus passengers across the Study Area could benefit from improved bus services (more routes, more frequent, longer operating hours) from 2024/25.</p> <p>This could help make bus travel a viable option for many people in the Study Area from the start of the STZ charging scheme in 2026.</p>	<p>All bus passengers could benefit from cheaper bus fares across the Study Area from 2024.</p> <p>Bus passengers in Greater Cambridge could benefit from improved bus services (more routes, more frequent, longer operating hours) from 2025.</p> <p>This could help make bus travel a viable option for many people in Greater Cambridge from the start of the STZ charging scheme in 2026.</p> <p>Those in the wider Study Area may not enjoy the same benefits until around two years later until improved bus services are rolled out from 2027.</p> <p>Bus journey times could get quicker once the full 7am-7pm STZ charge (Monday-Friday) is introduced in 2027 or 2028.</p>	<p>All bus passengers could benefit from cheaper bus fares across the Study Area from 2024.</p> <p>Bus passengers in Cambridge could benefit from improved bus services (more routes, more frequent, longer operating hours) from 2024.</p> <p>This could help make bus travel a viable option for many people in Cambridge from the start of the STZ charging scheme in 2026.</p> <p>Those in South Cambridgeshire from 2027 may not enjoy until a few years later until improved us services are rolled out from 2027.</p> <p>Outside Greater Cambridge, people may not benefit from more routes, more frequent and longer operating hours unless they drive to Greater Cambridge (e.g., to the Cambridge Park and Ride sites) first.</p>	<p>Limiting the daily STZ charge to 7am-10am and 4pm-7pm on Monday to Friday would enable motorists to avoid incurring the charge by travelling into or through or out of Cambridge during the 10am-4pm 'inter-peak' period.</p> <p>The STZ charge would not apply to those travelling by motorbike or moped.</p> <p>Alongside other DER, STZ charges would be waived for anyone needing to drive to Addenbrooke's Hospital (for an appointment/visit or in an emergency). However, this would not help to address STZ charges incurred in attending other medical appointments elsewhere.</p> <p>Although it may be possible to apply for reimbursements or sign up for online discounts, this may be more difficult in some rural areas where there are still internet connectivity problems.</p> <p>It may also be challenging for those who do not have online access, nor the technology required to pay for the STZ or apply for DER. This could include older people, some disabilities, or certain cultural communities.</p>	<p>Limiting the daily STZ charge to 'morning only' in 2026 and offering an annual allowance of STZ 'charge-free' days in the first few years would ease the impact of motorists and give them time to adjust to switching from car use to bus travel before the introduction of a 7am-7pm, Monday to Friday, STZ charge from 2027 or 2028.</p> <p>The STZ charge would not apply to those travelling by motorbike or moped.</p> <p>Whilst DER would be available, it may be difficult to apply or sign up for online discounts in some rural areas where there are still internet connectivity problems.</p> <p>It may also be challenging for those who do not have online access, nor the technology required to pay for the STZ or apply for DER. This could include older people, some disabilities, or certain cultural communities.</p>	<p>Limiting the daily midweek STZ charge to 7am-10am and 4pm-7pm, as well as capping the daily STZ charge for car drivers to £3 and giving drivers an annual allowance of STZ charge-free days for two years, would enable motorists to avoid incurring the charge by travelling into or through or out of Cambridge during the 10am-4pm 'inter-peak' period.</p> <p>The STZ charge would not apply to those travelling by motorbike or moped.</p> <p>It is helpful that, alongside DER, STZ charges would be waived for anyone needing to drive to Addenbrooke's Hospital for an appointment/visit or in an emergency). However, this would not address STZ charges costs incurred in attending other medical appointments elsewhere.</p> <p>Although it may be possible to apply or sign up for online discounts, this may be more difficult in some rural areas where there are still internet connectivity problems. It may also be challenging for those who do not have online access, nor the technology required to pay for the STZ or apply for DER. This could include older people, some disabilities, or certain cultural communities.</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
<b>Age: Children and young people</b>	<p>Bus service improvements from 2024/25 could help children and young people from across the Study Area to get to secondary school and colleges quicker and with cheaper fares. These improvements would also help them to get home by bus safely and easily following after-school clubs / social activities.</p> <p>Possible afternoon congestion to beat the 4pm-7pm STZ could mean that buses at the end of the school/college day could get stuck in traffic and delayed as a result of pre-STZ charge congestion.</p>	<p>Children and young people in Greater Cambridge would benefit from bus service improvements from 2024/25.</p> <p>Similar benefits of bus service improvements for others living in the wider Study Area could be rolled out from 2027. In the meantime, they may have less scope to take part in after-school activities and clubs without needing lifts from parents (which could incur the STZ charge midweek).</p>	<p>Children and young people in Cambridge would benefit from bus service improvements first (from 2024/25).</p> <p>Similar benefits for others living in South Cambridgeshire could be rolled out from 2027. In the meantime, they may have less scope to take part in after-school activities and clubs without needing lifts from parents (which could incur the STZ charge midweek).</p> <p>Those outside Greater Cambridge may not receive the same benefits to local bus services.</p>	<p>Even though children are not old enough to drive (and young people of driving age still tend to make most of their journeys by other modes of transport, their well-being could be impacted if the burden of a daily STZ charge adds pressures to household spending, not least in the context of a 'Cost of Living' crisis. However, this could be avoided if they (and other members of their household) make more use of cheaper/better bus services and improving cycling/ walking opportunities.</p> <p>Even though children are not old enough to drive, they are still road users, both as pedestrians and cyclists. Roads in Cambridge could be less busy in the midweek 'morning peak' (7am-10am), but busier in the afternoon pre-STZ charge rush at the end of the school day, not reducing road safety risks for children.</p> <p>The midweek 7am-10am and 4pm-7pm STZ charge periods would not reduce overall traffic levels (just spread it into the 'inter-peak period) so the health benefits for children of better air quality may not be realised.</p>	<p>The initial offer of STZ 'charge-free' days allowance (tapering over 4 years) could ease the costs of the STZ charge for drivers on the 'school run' but not help to reduce traffic levels or road safety risks for children, nor help to achieve the health benefits for children of better air quality.</p> <p>The move to a 7am to 7pm (Monday-Friday) STZ charge would help from 2027 or 2028 to incentivise traffic reduction measures more and realise these health benefits.</p> <p>However, some have raised concerns that the well-being of children and young people could still be impacted if the burden of a midweek 7am to 7pm STZ charge from 2027 or 2028 adds pressures to household spending. This risk may be mitigated if they (and their wider households) are able to make more use of cheaper and better bus services by then.</p>	<p>Doing the 'school run' by car would cost less than under the other two scenarios, with a daily STZ charge of only £3 and an initial offer of STZ 'charge-free' days.</p> <p>But this would do less to reduce traffic levels or improve road safety for children or realise the health benefits for children that would arise from better air quality.</p> <p>This scenario would generate less income needed to make more significant bus service improvements. Whilst the lower STZ charge may cause less extra pressures on household spending, it could also reduce the opportunity to for children and young people beyond Greater Cambridge to enjoy the freedom of being less dependent on parents for lifts.</p>
<b>Age: Older people</b>	<p>Older people across the Study Area would benefit from bus service improvements from 2024/25.</p> <p>Although older people already have</p>	<p>Older people in Greater Cambridge would benefit from bus service improvements from 2024/25.</p> <p>Although older people in Greater</p>	<p>Older people in Cambridge would benefit from bus service improvements from 2024/25.</p> <p>Although older people in Cambridge</p>	<p>Older people with mobility problems who qualify for a Blue Badge would receive a full discount for up to two vehicles. Although not everyone with mobility issues qualifies for a Blue Badge, retired people are more likely</p>	<p>Older people with mobility problems who qualify for a Blue Badge would receive a full discount for up to two vehicles. Although not everyone with mobility issues qualifies for a Blue Badge, retired people are more likely</p>	<p>Older people with mobility problems who qualify for a Blue Badge would receive a full discount for up to two vehicles. Although not everyone with mobility issues qualifies for a Blue Badge, retired people are more likely</p>



	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
	<p>bus passes (effective from 9.30am), cheaper fares would help them to travel before then for less (e.g., to attend early morning hospital appointments at Addenbrooke's Hospital).</p> <p>Larger capacity buses and more frequent services could make travel easier and more comfortable for them.</p> <p>Getting to/from bus stops may not always be as easy for older people, compared to car travel. Accessing car-park-based Shopmobility services could be more difficult by bus (not everyone with mobility issues qualifies for a Blue Badge).</p> <p>Improved bus services could provide older people with an alternative to car travel for accessing services and other social / leisure / cultural opportunities, which could enhance their quality of life.</p>	<p>Cambridge already have bus passes (effective from 9.30am), cheaper fares would help them to travel before then for less (e.g., to attend early morning hospital appointments at Addenbrooke's Hospital).</p> <p>Larger capacity buses and more frequent services could make travel easier and more comfortable for them.</p> <p>Similar benefits from bus service improvements for others living in the wider Study Area could be rolled out from 2027. In the meantime, older people living further afield may have less scope to travel by bus to access services (e.g., for hospital visits/medical appointments) or taking part in social / leisure / cultural opportunities.</p> <p>Getting to/from bus stops may not always be as easy for older people, compared to car travel. Accessing car-park-based Shopmobility services could be more difficult by bus</p>	<p>already have bus passes (effective from 9.30am), cheaper fares would help them to travel before then for less (e.g., to attend early morning hospital appointments at Addenbrooke's Hospital).</p> <p>Larger capacity buses and more frequent services could make travel easier and more comfortable for them.</p> <p>Similar benefits from bus service improvements for others living in Greater Cambridge could be rolled out from 2027. In the meantime, older people in South Cambridgeshire may have less scope to travel by bus to access services (e.g., for hospital visits/medical appointments) or taking part in social / leisure / cultural opportunities. Those outside Greater Cambridge may not receive the same benefits to local bus services.</p> <p>Getting to/from bus stops may not always be as easy for older people, compared to car travel. Accessing</p>	<p>to be able to avoid travelling during the midweek 7am-10am STZ charge period.</p> <p>The 'inter-peak' period, when there would be no STZ charge, could encourage friends and family to visit older people (the age group most at risk of loneliness and isolation). It would also give older people more scope to travel to social/leisure/cultural activities. This, along with the option of improved bus travel (say, if some activities go on beyond 4pm), could help to mitigate concerns how the STZ charge might add to household spending pressures.</p> <p>However, the midweek 7am-10am and 4pm-7pm charge periods would not reduce overall traffic levels (just spread it into the 'inter-peak period) so the health benefits for more frail older people of better air quality may not be realised.</p> <p>Some older people who rely on unpaid or informal care to stay in their own home may come under pressure due to the cost of the STZ charge. Agencies may find it difficult to recruit/retain staff using their own cars to travel between visits at peak times (however the DER should reduce this risk).</p>	<p>to be able to avoid travelling during the midweek 7am-10am STZ charge period.</p> <p>The initial offer of STZ 'charge-free' days allowance (tapering over 4 years) could ease the costs of the STZ charge for older people but not help to reduce traffic levels or road safety risks, nor help to achieve the health benefits for older people of better air quality.</p> <p>The move to a 7am-7pm (Monday-Friday) STZ charge would help from 2027 or 2028 could help to incentivise traffic reduction measures more and realise these health benefits. However, some have raised concerns that the well-being of older people could still be impacted if the STZ charge adds pressures to household spending (albeit that this could be mitigated if can make use of better bus services by then).</p> <p>Some older people who rely on unpaid or informal care to stay in their own home may come under pressure due to the cost of the STZ charge. Agencies may find it difficult to recruit/retain staff using their own cars to travel between visits at peak times (however the DER should reduce this risk).</p>	<p>to be able to avoid travelling during the midweek 7am-10am STZ charge period.</p> <p>The 'inter-peak' period, when there would be no STZ charge, could encourage friends and family to visit older people. It would also give older people more scope to travel to social/ leisure /cultural activities. Even so, a £3 daily STZ charge could itself place added pressure on household spend. Whilst those in Cambridge (and, eventually, South Cambridgeshire) could use better bus services instead, this would not be available to those outside Greater Cambridge.</p> <p>The midweek 7am-10am and 4pm-7pm charge periods would not reduce overall traffic levels (just spread it into the 'inter-peak period) so the health benefits of better air quality may not be realised.</p> <p>Some older people who rely on unpaid or informal care to stay in their own home may come under pressure due to the cost of the STZ charge. Agencies may find it difficult to recruit/retain staff using their own cars to travel between visits at peak times (however the DER should reduce this risk). This scenario would generate less income needed to make more significant bus service improvements, therefore if the services/waiting areas were not as accessible, older people may not be able to realise the benefits.</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
		(not everyone with mobility issues qualifies for a Blue Badge).	car-park-based Shopmobility services could be more difficult by bus (not everyone with mobility issues qualifies for a Blue Badge).			
<b>Disability</b>	<p>Larger capacity buses and more frequent services could make travel easier/more comfortable for wheelchair users and people with other disabilities.</p> <p>Getting to/from bus stops may not be as easy for disabled people, compared to car travel. Accessing car-park-based Shopmobility services could be more difficult by bus (not everyone with mobility issues qualifies for a Blue Badge).</p> <p>Neurodiverse people and people with mental health problems may find it difficult to adjust to switching from car travel to bus travel (e.g., if buses are delayed or get stuck in traffic in the run-up to a 4pm-7pm STZ charge). This increased anxiety could impact on their ability/likelihood to travel in future,</p>	<p>Larger capacity buses and more frequent services could make travel easier/more comfortable for wheelchair users and people with other disabilities.</p> <p>Getting to/from bus stops may not be as easy for disabled people, compared to car travel. Accessing car-park-based Shopmobility services could be more difficult by bus (not everyone with mobility issues qualifies for a Blue Badge).</p> <p>Neuro diverse people and people with mental health problems may find it especially difficult to adjust to switching from car travel to bus travel (e.g., if buses are delayed). This increased anxiety could impact on their ability/likelihood to travel in future, risking greater social isolation and reduced ability to access</p>	<p>Larger capacity buses and more frequent services could make travel easier/more comfortable for wheelchair users and people with other disabilities.</p> <p>Getting to/from bus stops may not be as easy for disabled people, compared to car travel. Accessing car-park-based Shopmobility services could be more difficult by bus (not everyone with mobility issues qualifies for a Blue Badge).</p> <p>Neuro diverse people and people with mental health problems may find it especially difficult to adjust to switching from car travel to bus travel (e.g., if buses are delayed or get stuck in traffic in the run-up to a 4pm-7pm STZ charge). This increased anxiety could impact on their ability/likelihood to travel in future,</p>	<p>Disabled people with mobility problems who qualify for a Blue Badge would receive a full discount for up to two vehicles (but not everyone with mobility issues qualifies for one).</p> <p>The 'inter-peak' period, when there would be no STZ charge, could encourage friends and family to visit disabled people (easing loneliness/isolation). It would also give disabled people more scope to travel to social/leisure /cultural activities. This, along with the option of improved bus travel (say, if some activities go on beyond 4pm), could help to mitigate concerns how the STZ charge might add to household spending pressures.</p> <p>However, the midweek 7am-10am and 4pm-7pm charge periods would not reduce overall traffic levels (just spread it into the 'inter-peak period) so the health benefits for disabled people of better air quality may not be realised.</p> <p>The cost/availability of the homecare that some disabled people rely on to stay living on their own may come under pressure. Agencies may find it difficult to recruit/retain staff</p>	<p>Disabled people with mobility problems who qualify for a Blue Badge would receive a full discount for up to two vehicles (but not everyone with mobility issues qualifies for one).</p> <p>The initial offer of STZ 'charge-free' days allowance (tapering over 4 years) could ease the costs of the STZ charge for disabled people but not help to reduce traffic levels or road safety risks, nor help to achieve the health benefits for disabled people of better air quality.</p> <p>The move to a 7am-7pm (Monday-Friday) STZ charge would help from 2027 or 2028 could help to incentivise traffic reduction measures more and realise these health benefits.</p> <p>However, some have raised concerns that the well-being of disabled people could still be impacted if the burden of a daily STZ charge adds pressures to household spending (even if the current Cost of Living crisis has eased by then). This risk may be mitigated if they are able to make use of cheaper and better bus services by then.</p> <p>The cost/availability of the homecare that some disabled</p>	<p>Disabled people with mobility problems who qualify for a Blue Badge would receive a full discount for up to two vehicles (but not everyone with mobility issues qualifies for one).</p> <p>The 'inter-peak' period, when there would be no STZ charge, could encourage friends and family to visit disabled people (easing loneliness/isolation). It would also give disabled people more scope to travel to social/leisure /cultural activities. Even so, a £3 daily STZ charge could itself place added pressure on household spend. Whilst those in Cambridge (and, eventually, South Cambridgeshire) could use better bus services instead, this would not be available to those outside Greater Cambridge.</p> <p>The midweek 7am-10am and 4pm-7pm charge periods would not reduce overall traffic levels (just spread it into the 'inter-peak period) so the health benefits for disabled people of better air quality may not be realised.</p> <p>The cost/availability of the home-care that some disabled people rely on to stay living on their own may come under</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
	<p>risking greater social isolation and reduced ability to access services or employment.</p> <p>Safety concerns about disabled people being subjected to hate crime or harassment while waiting for a bus or while on board could be mitigated by more frequent bus services across the Study Area from 2024/25 and the likelihood that more passengers would provide natural surveillance and 'safety in numbers'.</p>	<p>services or employment.</p> <p>Safety concerns about disabled people being subjected to hate crime or harassment while waiting for a bus or on board could be mitigated by more frequent bus services across the Study Area from 2027 and the likelihood that more passengers would provide natural surveillance and 'safety in numbers'. However, until these more frequent services are introduced, disabled people may feel more reluctant to travel by bus.</p>	<p>risking greater social isolation and reduced ability to access services or employment.</p> <p>Safety concerns about disabled people being subjected to hate crime or harassment while waiting for a bus or on board could be mitigated by more frequent bus services across Greater Cambridge from 2027 and the likelihood that more passengers would provide natural surveillance and 'safety in numbers'. However, until these more frequent services are introduced, disabled people may feel more reluctant to travel by bus.</p>	<p>using their own cars to travel between visits at peak times.</p>	<p>people rely on may come under pressure. Agencies may find it difficult to recruit/retain staff using their own cars to travel between visits at peak times.</p>	<p>pressure. Agencies may find it difficult to recruit/retain staff using their own cars to travel between visits at peak times.</p>
<b>Ethnicity</b>	<p>Quickest roll-out of widespread benefit could see improved access within Cambridge, which could benefit minority ethnic users in accessing employment, possibly opening up more opportunities to commute for shift-work and early or night-time work.</p> <p>Bus and waiting area improvements (lighting, CCTV,</p>	<p>Slower roll-out of widespread benefits but may still see minority ethnic users able to travel to/from work quickly and easily, with cheaper fares, and also could lessen the risk and perceived safety risk of minority ethnic groups against prejudice and hate crimes.</p> <p>Romany Gypsy and Travellers of Irish descent are less</p>	<p>Would benefit those living and working near Cambridge City Centre, though those further away would either take longer or may not see the bus improvement benefits.</p> <p>For traveller sites located outside of the STZ and further from Cambridge, it would have little beneficial impact for Romany Gypsy and Travellers of Irish descent. This</p>	<p>Ethnic minority groups are more likely to be on low-incomes and therefore may be discouraged travelling, in particular for leisure and social trips if they were to incur the £5 daily charge. Asian or Asian British people in particular are more likely to be taxi or private hire vehicle drivers, therefore are likely to have a greater adverse impact of the STZ charge.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit ethnic minority groups, particularly those working night shifts that finish prior to the morning peak. However, once the STZ 7am to 7pm charge is introduced, this may adversely impact those working shift patterns whose start or finish times overlap with the STZ operating hours.</p> <p>Asian or Asian British people in particular are more likely to be taxi or private hire vehicle</p>	<p>The highest proportion of minority ethnic groups are within Cambridge; therefore, this group is more likely to receive the benefits.</p> <p>The £3 daily charge would be cheaper for those travelling in the STZ, relative to the £5 charge from the other scenarios, which could impact low-income ethnic minority groups.</p> <p>However, as this scenario would generate less income needed to make more significant bus service improvements, there may be</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
	<p>vegetation clearance) could lessen the risk and perceived safety risk of minority ethnic groups.</p> <p>Romany Gypsy and Travellers of Irish descent are less likely to realise the benefits due to cultural barriers and personal safety concerns in using bus transport.</p> <p>Those on low incomes would benefit from cheaper fares if they were to use the improved bus services.</p>	<p>likely to realise the benefits due to cultural barriers and personal safety concerns in using bus transport.</p> <p>Those on low incomes would benefit from cheaper fares if they were to use the improved bus services.</p>	<p>PCG are less likely to realise the benefits due to cultural barriers and personal safety concerns in using bus transport.</p> <p>Those on low incomes would benefit from cheaper fares if they were to use the improved bus services.</p>		<p>drivers, therefore are likely to have a greater adverse impact of the STZ charge.</p>	<p>some safety and security elements that are no longer affordable, and therefore some ethnic minority groups may be discouraged from using the bus.</p> <p>Asian or Asian British people in particular are more likely to be taxi or private hire vehicle drivers, therefore are likely to have a greater adverse impact of the STZ charge.</p>
<b>Gender reassignment</b>	<p>Quickest roll-out of widespread benefit could see improved access within Cambridge, which could benefit trans users in accessing medical appointments and socialising.</p> <p>Bus and waiting area improvements (lighting, CCTV, vegetation clearance) could lessen the risk and perceived safety risk of trans people being a target for hate crime.</p>	<p>Slower roll-out of widespread benefits but may still be able to travel quickly and easily, with cheaper fares, and also could lessen the risk and perceived safety risk of hate crimes.</p>	<p>Would benefit those living and working near Cambridge City Centre, though those further away would either take longer or not see the bus improvement benefits. City centres often have areas or facilities where people with shared PCGs socialise, therefore access to Cambridge City Centre could be beneficial, for those taking shorter journeys.</p>	<p>Trans people may be discouraged travelling if the STZ charge is £5, in particular where they do not qualify for DER. This would increase the likelihood of trans people experiencing isolation and loneliness.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit trans people, particularly if travelling in for social events in the afternoon and evening.</p>	<p>Areas and facilities for trans people are often located in city centres; therefore, this group is more likely to receive the benefits as the greatest benefits would be realised nearer Cambridge.</p> <p>The £3 daily charge would be cheaper for those travelling in the STZ, relative to the £5 charge from the other scenarios, making travelling within the STZ cheaper.</p>
<b>Low-income</b>	<p>Quickest roll-out of widespread benefit could see improved access within Cambridge, which could benefit low-</p>	<p>Slower roll-out of widespread benefits but may still see those on low incomes able to travel to/from work quickly and</p>	<p>Would benefit those living and working near Cambridge City Centre, though those further away would either take longer or</p>	<p>Those on low incomes may be discouraged in travelling, in particular for leisure and social trips if they were to incur the £5 daily charge. However,</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit low-income groups, particularly those working</p>	<p>The £3 daily charge would benefit those on low-incomes, relative to the £5 charge from the other scenarios, making travelling within the STZ cheaper.</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
	<p>income users in accessing employment, possibly opening up more opportunities to commute for shift-work and early or night-time work.</p> <p>It would also benefit those out of work who are accessing job centres and employment and training opportunities.</p>	<p>easily, with cheaper fares.</p>	<p>may not see the bus improvement benefits.</p> <p>For those on low incomes it would provide cheaper fares for those able to use the bus.</p>	<p>those on low incomes may be able to qualify for a DER.</p> <p>The impact of the STZ on local delivery and takeaway jobs is yet to be confirmed. This is likely to depend on the vehicle being used, but it is yet to be seen as to whether the individual is accountable for the fee or the employer.</p>	<p>night shifts that finish prior to the morning peak.</p> <p>However, once the STZ 7am to 7pm charge is introduced, this may adversely impact those working shift patterns whose start or finish times overlap with the STZ operating hours. Using the improved bus services would allow workers to benefit from cheaper fares.</p>	
<b>Pregnancy and maternity</b>	<p>Quickest roll-out of widespread benefit could see improved access within Cambridge, which could benefit in accessing medical facilities and socialising opportunities.</p> <p>Enhancements to the bus services and facilities could have a positive impact for those travelling with small children, pushchairs and strollers.</p>	<p>Slower roll-out of widespread benefits so villages further away may not enjoy as many benefits as quickly. The STZ charge may however make buses busier and consequently reduce the space required for pushchairs and strollers.</p>	<p>Would benefit those living near Cambridge City Centre, though those further away would either take longer or may not see the bus improvement benefits.</p>	<p>For those on maternity or paternity leave, whose usual income is reduced, may be disproportionately impacted by the £5 STZ charge. However, some in this group may be able to travel outside of the AM and PM charge times, when there is no charge.</p> <p>Pregnant individuals who experience temporary disabilities and/or mobility issues whilst pregnant may not be eligible for DER.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit this group, particularly if they are able to plan activities and appointments around the charge period. However, once the 7am to 7pm STZ charge is introduced, they will likely incur this charge each day they wish to travel within the STZ.</p>	<p>The £3 daily charge would benefit those on reduced incomes, relative to the £5 from the other scenarios, making travelling within the STZ cheaper.</p>
<b>Religion or belief</b>	<p>Quickest roll-out of widespread benefit to help them to travel to/from places of worship.</p>	<p>Slower roll-out of widespread benefits so villages further away may not enjoy as many benefits as quickly. Those of non-Christian religions in the less-served outlying villages are more likely to be impacted due to not having the same access to</p>	<p>Greater benefits for those nearer Cambridge, however those further away could experience isolation if they cannot afford the STZ charge and have no suitable alternative.</p>	<p>People travelling to a place of worship may be discouraged travelling. This would increase the likelihood of religious people experiencing isolation and loneliness. For some, not being able to partake in their religious prayers or gatherings may adversely impact their wellbeing and sense of community.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit religious people who are travelling to worship outside of this time period. However, once the STZ charge is introduced 7am to 7pm, this will result in more people having to pay the STZ charge when travelling in the STZ to reach their place of worship.</p>	<p>Greater benefits for those nearer Cambridge. However, there are likely to be some people who have to travel from further afield to attend a place of worship, such as Cambridge Mosque or Synagogue who will still be impacted. However, the STZ charge is cheaper than the other scenarios at £3.</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
		parish churches and tend to have to travel to centres of worship in Cambridge.			Different faiths have varying times or prayer and worship. Having a STZ charge between 7am to 7pm, will impact more people than the AM peak only charge.	
<b>Sex</b>	<p>Quickest roll-out of widespread benefit could see improved access within Cambridge.</p> <p>Bus and waiting area improvements (lighting, CCTV, vegetation clearance) could lessen the risk and perceived safety risk of women travelling, particularly alone at night.</p>	<p>Slower roll-out of widespread benefits but may still be able to travel quickly and easily, with cheaper fares, and also could lessen the risk and perceived safety risk for women travelling on buses.</p>	<p>Greater benefit for those living and working near Cambridge City Centre, though those further away would either take longer or not see the bus improvement benefits. Should a women finish work in the evening or night, despite the bus improvements, may still not feel safe enough to travel alone.</p>	<p>Women are more likely to earn less than men. Therefore, the impact of a £5 STZ charge could impact women more than men. Women are also more likely than men to have caring responsibilities, which could be required at times that overlap with the STZ operating hours resulting in them incurring the charge.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge would benefit some. However, once the 7am to 7pm STZ charge is introduced it would be much harder to avoid operating times.</p>	<p>The greatest benefits would be realised for those nearer Cambridge.</p> <p>The £3 daily charge would be cheaper for those travelling in the STZ, relative to the £5 charge of the other scenarios.</p>
<b>Sexual orientation</b>	<p>Quickest roll-out of widespread benefit could see improved access within Cambridge, which could benefit LGBTQ+ users in accessing facilities and social opportunities.</p> <p>Bus and waiting area improvements (lighting, CCTV, vegetation clearance) could lessen the risk and perceived safety risk of LGBTQ+ being a target for hate crime.</p>	<p>Slower roll-out of widespread benefits but may still be able to travel quickly and easily, with cheaper fares, and also could lessen the risk and perceived safety risk of hate crimes.</p>	<p>Would benefit those living and working near Cambridge City Centre, though those further away would either take longer or not see the bus improvement benefits. City centres often have areas or facilities where people with shared PCGs socialise, therefore access to Cambridge City Centre could be beneficial, for those taking shorter journeys.</p>	<p>LGBTQ+ people may be discouraged travelling if the STZ charge is £5. This would increase the likelihood of LGBTQ+ people experiencing isolation and loneliness. Groups specifically for LGBTQ+ people are less likely to run outside of Cambridge where demand is lower.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit LGBTQ+ people, particularly if travelling in for social events in the afternoon and evening.</p> <p>However, once the 7am to 7pm charge is introduced, this may further limit the ability of LGBTQ+ to travel within the STZ if they have no viable alternative.</p>	<p>Areas and facilities for LGBTQ+ people are often located in city centres; therefore, this group is more likely to receive the benefits as the greatest benefits would be realised nearer Cambridge.</p> <p>The £3 daily charge would be cheaper for those travelling in the STZ, relative to the £5 of the other scenarios.</p>
<b>Characteristics not covered by the Equality Act 2010: Carers</b>	<p>Higher frequency of bus services could mean they are able</p>	<p>Slower roll-out of widespread benefits but may still be able</p>	<p>Would benefit those living and working near Cambridge City</p>	<p>The impact of a £5 STZ charge could make people's caring responsibilities</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM</p>	<p>The £3 STZ charge would make travelling in the STZ for caring responsibilities</p>

	BUS SERVICE IMPROVEMENTS			STZ CHARGE IMPROVEMENTS		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
	<p>sometimes to use the bus service to get between caring responsibilities.</p> <p>Having more frequent services and early/late services could also help with early/late caring responsibilities.</p>	<p>to travel quickly and easily, with cheaper fares, which could mean the ability to use the bus to travel between locations.</p>	<p>Centre, though those further away would either take longer or not see the bus improvement benefits. This is likely to be unworkable for carers with more than one visit, visiting around work and having to visit at certain times of day (e.g. morning, lunch, bedtimes).</p>	<p>unaffordable. This could have a knock-on impact upon those being carer for, leaving them isolated, lonely and unsupported.</p> <p>Carers often have set times of day they are required, meaning they are unable to adapt their travel times around the hours of operation.</p>	<p>peak only charge, may have less impact on carers, as the charge would only be applicable for one time of day. However, once the 7am to 7pm charge is introduced they are more likely to incur the cost, particularly as buses and other public transport are often not a viable option for carers if they need to travel between several locations in a short space of time.</p>	<p>cheaper, though the greatest benefits would be realised nearer Cambridge.</p> <p>There remains the concern that the charge could discourage carers, particularly if they carryout informal care every day.</p>
<p><b>Characteristics not covered by the Equality Act 2010: Care leavers</b></p>	<p>Quickest roll out of bus services could mean they use the bus service to get to education, employment, socialising, medical appointments etc. Care leavers are more likely to be dependent of public transport, so this would improve the services they already use.</p>	<p>Slower roll-out of widespread benefits but may still be able to travel quickly and easily, with cheaper fares. As care leavers are likely to already be dependent on public transport, these benefits would enhance their usual travel modes.</p>	<p>Would benefit those living and working near Cambridge City Centre, though those further away would either take longer or not see the bus improvement benefits.</p>	<p>The impact of a £5 STZ charge could make care leavers travel within the STZ unaffordable by car. However, it is less likely that care leavers would travel by car.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit care leavers. However, once the 7am to 7pm charge is introduced this would limit the times they could travel in the STZ without incurring a change.</p>	<p>The greatest benefits would be realised for those nearer Cambridge. The £3 daily charge would be cheaper for those travelling in the STZ, relative to the £5 charge of the other scenarios.</p>
<p><b>Characteristics not covered by the Equality Act 2010: Armed forces veterans</b></p>	<p>Higher frequency of bus services could mean they can use the bus service to get to public services they require (e.g. medical appointments). Improvements may include better accessibility, which could help those armed forces veterans with disabilities.</p>	<p>Slower roll-out of widespread benefits but may still be able to travel quickly and easily, with cheaper fares.</p>	<p>Would benefit those living and working near Cambridge City Centre, though those further away would either take longer or not see the bus improvement benefits.</p>	<p>The impact of a £5 STZ charge could make care leavers travel within the STZ unaffordable by car. However, it is less likely that care leavers would travel by car.</p>	<p>The initial offer of STZ 'charge-free' days (tapering over 4 years) and an initial AM peak only charge, may benefit care leavers. However, once the 7am to 7pm charge is introduced this would limit the times they could travel in the STZ without incurring a change.</p>	<p>The greatest benefits would be realised for those nearer Cambridge. The £3 daily charge would be cheaper for those travelling in the STZ, relative to the £5 charge of the other scenarios.</p>

## **7 Conclusions (including suggested mitigations and queries for further consideration)**

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### **7.1 Suggested mitigations and recommendations**

- 7.1.1. During the EqIA process several mitigations and recommendations have been suggested and developed from local knowledge of the councils' equalities officers, findings from the EqIA 2022 (and baseline data updates), engagement with key stakeholders and further consultation feedback from autumn 2022.
- 7.1.2. A large part of the mitigation proposal is the development of discounts, exemptions and reimbursements, which are being developed currently. These will support a range of people and services, not the least the disability low-income PCG. The mitigations and recommendations set out below that have been suggested during the EqIA, may be able to lessen adverse PCG impacts of elements of the programme or enhance elements of the programme. It should be noted that many of these are being developed by other Making Connections workstreams, and when finalised the EqIA will be updated with the outcomes.
- 7.1.3. Further local context can be added into the EqIA as the bus improvements are developed, and further information is available on what they will comprise, where they will be and when they will be implemented.
- 7.1.4. As the sustainable transport improvements are developed, and further information is available on what they will comprise, where they will be and when they will be implemented, further local context can be added into the EqIA.

#### **Mitigations and recommendations:**

- Older people may be less digitally literate and are more likely to not have access to the internet. Effective communication strategies should be developed in later project stages to determine the most appropriate channels of communication with older people.
- The methods of paying for the STZ charge require further investigation in future project stages too, to ensure there is a method of use and payment that is accessible across all PCGs.
- The proposed 100% DER for attending or visiting Addenbrooke's Hospital would help those who need health services more frequently, such as those with disabilities or long-term illnesses (including older people), people needing medical treatment related to gender reassignment and for pregnancy and maternity. In particular, this could help those people with a disability who do not qualify for a Blue Badge. However, this exemption may not be needed if the scheme proceeds with the implementation of perpetuity free days, accompanied by disability exemptions, low-income discounts, and medical exemptions, all of which were suggested during the consultation stage. Opting for a blanket hospital exemption may not offer full protection for vulnerable individuals, but it would reduce the available budget allocated for the enhancement of bus and sustainable travel initiatives.





- Further clarification on whether DER would be available for medical appointments not at Addenbrooke's, but still within the STZ, will be considered prior to FBC.
- Some disabled people may not have access to or be comfortable using online platforms that are being used to operate the bus network, car parking, booking and payment systems or charging scheme especially regarding information on discounts and exemptions. Alternative means to access the STZ charge should be considered.
- The current STZ boundary means residents of the Fen Road and Blackwell Traveller sites will not be able to avoid the charge, even when making a journey outside the area. Access to and from these sites when not making journeys into the STZ needs to be examined prior to FBC and the scheme order.
- A clear and concise communication plan should be developed, which can help those whose first language is not English. This also includes information on Making Connections and the method of paying the STZ charge.
- Those from ethnic minority groups (including Romany Gypsy and Travellers from an Irish descent) may require bespoke communication to explain Making Connections, and before it becomes operational what it means to them and how this will affect their day-to-day life. This could be done in person at drop-in sessions.
- A concern that also came through the focus group engagement was the need to have additional programmes funded to support some people (neuro diverse, wheelchair users, sight impaired) to use buses. Alongside driver training and buses that are capable of taking more than one wheelchair / buggy.
- There were queries raised as to how 'low-income' would be defined and enforced, as it can be challenging and subjective. A suggestion was made with a preference for categorising low-income using a pre-defined government definition.

## **7.2 Follow-up questions**

- 7.2.1. The Making Connections programme and range of scenarios are currently being developed in response to feedback gathered in the autumn 2022 consultation, stakeholder engagement, further work on other impact assessment workstreams (such as the social and distributional appraisal and health impact assessment), the proposed DERs and bus improvements.
- 7.2.2. Consequently, at the time of writing this EqIA, there are features of the programme that remain uncertain, and this EqIA will require future updates to align with the preferred Making Connections Programme. These forthcoming updates will focus on gaining clarity in areas that currently lack confirmation. Future updates to this EqIA will seek further clarity on aspects that are currently still to be confirmed. The focus of these updates will be to address the following issues in preparation for the forthcoming FBC:
- a) When can the expansion of bus service improvements beyond the Greater Cambridge area under Scenarios 2 and 3 be anticipated? The original Making Connections proposals for consultation in autumn 2022 assumed that bus service improvements would be in place before the STZ charge was introduced, so that drivers had a viable alternative to car use. If, under Scenarios 2 and 3, the STZ charge was implemented before local bus service improvements are available then people could incur the STZ charge with no feasible alternative.



- b) How will the low-income discount / blue badge scheme work in covering the needs of children traveling to SEN schools?
- c) How will the reduced scheme income (under Scenarios 2 and 3) impact the provision of additional buses during school peak periods and cycle training for school children?
- d) The 2022 EqIA highlighted the need for improved toilet facilities and baby changing facilities at key travel hubs in order to make bus travel easier. If the scenarios generate less income than the consulted scheme, will improved travel hub facilities still be feasible?
- e) The EqIA (and the 2022 consultation) highlighted the need for bigger buses with more space for wheelchairs, pushchairs or prams and to improve bus stops so that they are more user-friendly for those with visual impairments or hearing difficulties (bus stop announcement on buses). What plans are there to enhance accessibility for people with disabilities or mobility challenges in terms of bus design and bus stops?
- f) During the 2022 consultation disability groups have raised concerns regarding reimbursements for costs incurred for medical appointments. Could the costs associated with the STZ charge for medical appointments discourage disabled individuals with lower incomes from attending appointments?
- g) Through decarbonising the bus fleet, zero emission buses could help achieve net zero targets, result in cleaner air and improve health and wellbeing of the public. This is likely to have the greatest positive benefit upon those with disabilities (particularly respiratory illnesses), children and older people. What is the projected future bus fleet for the Making Connections programme in terms of carbon emissions and air quality implications?
- h) How would current carpark based Shopmobility services be made accessible for those older people and disabled people (non-Blue Badge holders) who might travel by bus?
- i) Are there measures to close potential loopholes in the STZ charge exemption for Blue Badge holders and ensure fair treatment? Concerns have been raised that loopholes may create unfairness and indirect adverse impacts (such as cars assigned to Blue Badge holders being exempted from the STZ charge even when not carrying people with mobility problems)?
- j) How will the DER approach be adapted to avoid disadvantaging individuals with limited internet access (in rural areas) or who may be less IT-literate (e.g. older people, disabled people, ethnic communities such as Gypsies & Travellers)?
- k) What information can be sought to understand how bus improvements will specifically benefit low-income individuals?
- l) What information can be sought about the sustainable transport improvements (particularly in the short term regarding the functionality and features of travel plans, school initiatives and mobility hub development)?



- m) What clarifications can be sought on the anticipated funding levels for each STZ charging scenario and the timeline for implementing bus and sustainable transport improvements?

## 7.3 Conclusions

- 7.3.1. The purpose of the Making Connections proposals is to realise bus service and sustainable transport improvements that are financially sustainable in the long-term and to find a viable way of funding them. Whilst all three scenarios will be an improvement on the current position, there are some concerns that people in the protected characteristic groups could be the ones who miss out more on the potential benefits. Not least those on low incomes in very rural areas and the Romany Gypsy and Travellers of Irish Descent Communities, situated adjacent to the STZ boundary.
- 7.3.2. Whilst the three scenarios have been compared to the current position (though note, not taking account of the Government's latest short-term subsidy for £2 single bus fares), doing nothing is not a neutral option. The population of Greater Cambridge continues to grow and traffic congestion will increase further. Bus services will get worse because public transport based on commercial profitability is increasingly less viable in future.
- 7.3.3. The repercussions of 'doing nothing' will mean delay and congestion including prolonged journey times for both bus passengers and drivers, there will also be impacts on productivity which is crucial for maintaining the region's high-tech and bio-tech cluster status. The Making Connections programme anticipates a net reduction in harmful air pollutants due to the reduction in vehicular traffic. The proposals aim to improve the quality of life for those living in Greater Cambridge, making it more pleasant, safer, affordable, and attractive place to live.
- 7.3.4. Analysis from the EqIA demonstrates that all the scenarios have positive impacts in terms of improved access to public transport. Reports such as the Strategic Case and SDIA highlight the health, congestion and environmental benefits. However, the level of funding generated, and scheme benefits delivered is dependent on whether a scenario has peak hour or all-day STZ charge, and the extent of any additional DERs. While many of the considered DERs tackle specific equality issues, these discounts will reduce the available revenue for funding bus improvements – a trade-off that itself holds implications for PCGs. Thus, a straightforward solution is elusive; determining the preferred scenario will involve carefully weighing the trade-offs between tackling health, congestion, environmental issues, generating revenue, and ensuring that equalities issues are met.
- 7.3.5. In the midst of a Cost-of-Living crisis, it is understandable that many people have viewed the Making Connections proposals as a further threat to their ability to live affordably. It is therefore important not to view the choice of a preferred option from the three scenarios as 'all or nothing'. Making Connections is about encouraging people to be able to make more thoughtful choices about how they travel so that they are less reliant on car use. The proposed scenarios present options that could save individuals money on fuel, parking, and car maintenance expenses, by enhancing access to other methods of transportation.



## Appendix A- Baseline data

**Table A-1 Age**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Age (%) of population</b>						
0-15	14.4	19.6	17.6	17.8	18.7	18.6
16-24	21.0	8.0	11.1	10.7	9.7	10.6
25-64	53.2	52.8	52.7	42.8	52.0	52.4
65+	11.4	19.6	18.6	18.7	19.6	18.4

**Table A-2 Disability**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Disability (%) of population</b>						
Not disabled under the Equality Act	85.3	85.3	83.8	84.5	83.4	82.7
Disabled under the Equality Act: Day to day activities limited a lot	4.9	5.2	6.0	5.6	6.6	7.3
Disabled under the Equality Act: Day to day activities limited a little	9.8	9.6	10.2	9.9	10.0	10.0
Not disabled under the Equality Act, but has long term physical or	7.7	8.5	8.0	8.1	7.2	6.8



<b>Demographic indicator</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridgeshire</b>	<b>Study Area</b>	<b>East of England</b>	<b>England</b>
<b>Disability (%) of population</b>						
mental health condition						
<b>Number and proportion of disabled people per household</b>						
Total: All households	52,472	66,996	277,634	342,138	2,628,782	23,436,085
Number with no disabled persons	37,666	48,056	194,134	243,695	1,816,840	15,928,198
No disabled persons (%)	71.8	71.7	69.9	71.2	69.1	68
Number with one disabled person	11,893	15,367	66,561	79,087	644,288	5,950,081
One disabled person (%)	22.7	22.9	24	23.1	24.5	25.4
Number with two or more disabled persons	2,913	3,573	16,939	19,356	167,654	1,557,806
Two or more disabled persons (%)	5.6	5.3	6.1	5.7	6.4	6.6

**Table A-3 Ethnicity**

<b>Demographic indicator</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridgeshire</b>	<b>Study Area</b>	<b>East of England</b>	<b>England</b>
<b>Ethnicity (%) of population</b>						
White: English, Welsh, Scottish, Northern Irish or British	53.0	79.6	77.2	78.4	78.5	73.5
White: Irish	1.3	0.9	0.8	0.9	0.9	0.9
White: Gypsy or Irish Traveller	0.1	0.3	0.3	0.2	0.1	0.1
White: Roma	0.6	0.1	0.3	0.2	0.2	0.2
White: Other White	19.6	8.1	10.0	9.2	6.8	6.4
<b>White: Total</b>	<b>74.5</b>	<b>89.0</b>	<b>88.6</b>	<b>88.9</b>	<b>86.7</b>	<b>81.1</b>



<b>Demographic indicator</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridgeshire</b>	<b>Study Area</b>	<b>East of England</b>	<b>England</b>
<b>Ethnicity (%) of population</b>						
Mixed or Multiple ethnic groups: White and Asian	2.1	1.1	1.0	1.0	0.8	0.8
Mixed or Multiple ethnic groups: White and Black African	0.7	0.4	0.4	0.4	0.4	0.4
Mixed or Multiple ethnic groups: White and Black Caribbean	0.8	0.5	0.5	0.6	0.8	0.9
Mixed or Multiple ethnic groups: Other Mixed or Multiple ethnic groups	1.6	0.8	0.9	0.9	0.8	0.8
<b>Mixed/multiple ethnic groups: Total</b>	<b>5.1</b>	<b>2.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.8</b>	<b>3.0</b>
Asian, Asian British or Asian Welsh: Bangladeshi	2.0	0.3	0.6	0.5	0.8	1.1
Asian, Asian British or Asian Welsh: Chinese	4.4	1.2	1.4	1.2	0.6	0.7
Asian, Asian British or Asian Welsh: Indian	4.1	2.6	1.9	1.8	2.2	3.3
Asian, Asian British or Asian Welsh: Pakistani	1.0	0.5	0.6	0.5	1.6	2.8
Asian, Asian British or Asian Welsh: Other Asian	3.4	1.2	1.4	1.4	1.3	1.7
<b>Asian/Asian British: Total</b>	<b>14.8</b>	<b>5.8</b>	<b>5.8</b>	<b>5.5</b>	<b>6.4</b>	<b>9.6</b>
Black, Black British, Black Welsh, Caribbean or African: African	1.7	0.9	1.0	1.0	1.9	2.6
Black, Black British, Black Welsh, Caribbean or African: Caribbean	0.4	0.2	0.3	0.3	0.7	1.1



<b>Demographic indicator</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridgeshire</b>	<b>Study Area</b>	<b>East of England</b>	<b>England</b>
<b>Ethnicity (%) of population</b>						
Black, Black British, Black Welsh, Caribbean or African: Other Black	0.3	0.2	0.2	0.2	0.4	0.5
<b>Black/African/Caribbean/ Black British: Total</b>	<b>2.4</b>	<b>1.2</b>	<b>1.4</b>	<b>1.5</b>	<b>2.9</b>	<b>4.2</b>
Other ethnic group: Arab	0.8	0.3	0.3	0.3	0.2	0.6
Other ethnic group: Any other ethnic group	2.3	0.9	1.0	1.0	1.1	1.6
<b>Other ethnic group: Total</b>	<b>3.1</b>	<b>1.1</b>	<b>1.3</b>	<b>1.3</b>	<b>1.4</b>	<b>2.2</b>

**Table A-4 Gender identity**

<b>Demographic indicator</b>	<b>Cambridge</b>	<b>South Cambridgeshire</b>	<b>Cambridgeshire</b>	<b>Study Area</b>	<b>East of England</b>	<b>England</b>
<b>Gender Identity (%) of population aged 16 years and over</b>						
All other gender identities	0.2	<0.1	0.1	0.2	<0.1	<0.1
Different from sex registered at birth but no specific identity given	0.3	0.1	0.2	0.2	0.2	0.2
Non-binary	0.3	0.1	0.1	-	0.1	0.1
Not answered	9.3	5.3	6.2	5.8	5.6	6.0
Same as sex registered at birth	89.7	94.3	93.3	93.7	93.9	93.5
Trans man	0.1	0.1	0.1	0.1	0.1	0.1
Trans woman	0.1	0.1	0.1	0.1	0.1	0.1



**Table A-5 Personal Independence Payments**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Personal Independence Payments (PIP) – cases with entitlement % of working age (16-64) population</b>						
Cases with entitlement	3.6	3.2	4.2	-	6.6	7.7

**Table A-6 Pregnancy and maternity**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Pregnancy and maternity</b>						
Live births	1,293	1,634	9,345	6,677	67,054	595,948
General fertility rate (GFR)	32.8	57	53.6	50.3	57.1	54.3
Total fertility rate (TFR)	1.04	1.66	1.57	1.44	1.55	1.55

**Table A-7 Religion**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Religion or belief (%) of population</b>						
No religion	44.7	43.3	43.2	43.6	40.2	36.7
Christian	35.2	45.3	45.1	45.2	46.6	46.3
Buddhist	1.1	0.5	0.5	0.5	0.4	0.5
Hindu	2.3	1.4	1.1	1.0	1.4	1.8





Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Religion or belief (%) of population</b>						
Jewish	0.7	0.3	0.3	0.3	0.7	0.5
Muslim	5.1	1.7	2.1	1.9	3.7	6.7
Sikh	0.2	0.2	0.2	0.3	0.4	0.9
Other Religion	0.8	0.5	0.6	0.5	0.6	0.6
Not stated	9.8	6.7	7.0	6.8	6.1	6.0

**Table A-8 Sex**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Proportion of population by Sex (%)</b>						
Female	49.9	50.9	50.6	50.5	51.0	51.0
Male	50.1	49.1	49.4	49.5	49.0	49.0

**Table A-9 Sexual orientation**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Sexual orientation (%) of population</b>						
Straight or heterosexual	80.6	90.0	88.3	88.9	90.2	89.4
Gay or lesbian	2.7	1.1	1.5	1.5	1.2	1.5
Bisexual	3.8	1.2	1.8	1.6	1.1	1.3
Pansexual	0.4	0.2	0.2	-	0.2	0.1



Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Sexual orientation (%) of population</b>						
Asexual	0.3	0.1	0.1	-	<0.1	0.1
Queer	0.2	<0.1	0.1	-	<0.1	<0.1
All other sexual orientations	0.1	<0.1	<0.1	0.4	<0.1	<0.1
Not answered	11.9	7.2	8.0	7.6	7.2	7.5

**Table A-10 Armed forces veterans**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Armed forces veterans</b>						
Number of usual residents who have previously served in the UK armed forces	2,269	4,678	17,862	6,673	149,280	1,413,112
Percentage of usual residents who have previously served in the UK armed forces (%)	1.3	2.7	3.2	3	2.9	2.9



**Table A-11 Unpaid care**

Demographic indicator	Cambridge	South Cambridgeshire	Cambridgeshire	Study Area	East of England	England
<b>Unpaid care (hours a week) %</b>						
Provides no unpaid care	93.7	91.6	91.9	92.1	91.4	91.2
Provides 1 to 19 hours	3.7	5.1	4.5	4.5	4.4	4.3
Provides 20 to 49 hours	1.1	1.3	1.4	1.3	1.6	1.8
Provides 50 or more hours	1.5	2	2.2	2.1	2.5	2.6

**Table A-12 Care leavers**

Demographic indicator	South Cambridgeshire	Cambridgeshire	Peterborough	East of England	England
<b>Care leavers</b>					
Children looked after rate, per 10,000 children (from 2016/17 to 2021/22)	36	45	66	70	50
Under 18 year olds	35,591	38,173	53,583	1,330,436	11,774,595
Approximate number of children in care	128	172	354	58,873	9,313



**Table A-13 Blue Badge holders**

<b>Demographic indicator</b>	<b>Cambridgeshire</b>	<b>East of England</b>	<b>England</b>
Badge holders as a percentage of the population (%)	4.4	4.3	4.3
Number of people with blue badge ownership	12,553	112,928	1,028,813

**Table A-14 Gross weekly pay**

<b>Gross weekly pay</b>	<b>Cambridge (£)</b>	<b>South Cambridgeshire (£)</b>	<b>Cambridgeshire (£)</b>	<b>East (£)</b>	<b>Great Britain (£)</b>
Full-Time Workers	728.50	782.90	666.0	628.60	613.10
Male Full-Time Workers	779.90	873.90	715.80	684.20	655.50
Female Full-Time Workers	667.0	577.70	568.10	568.30	558.10

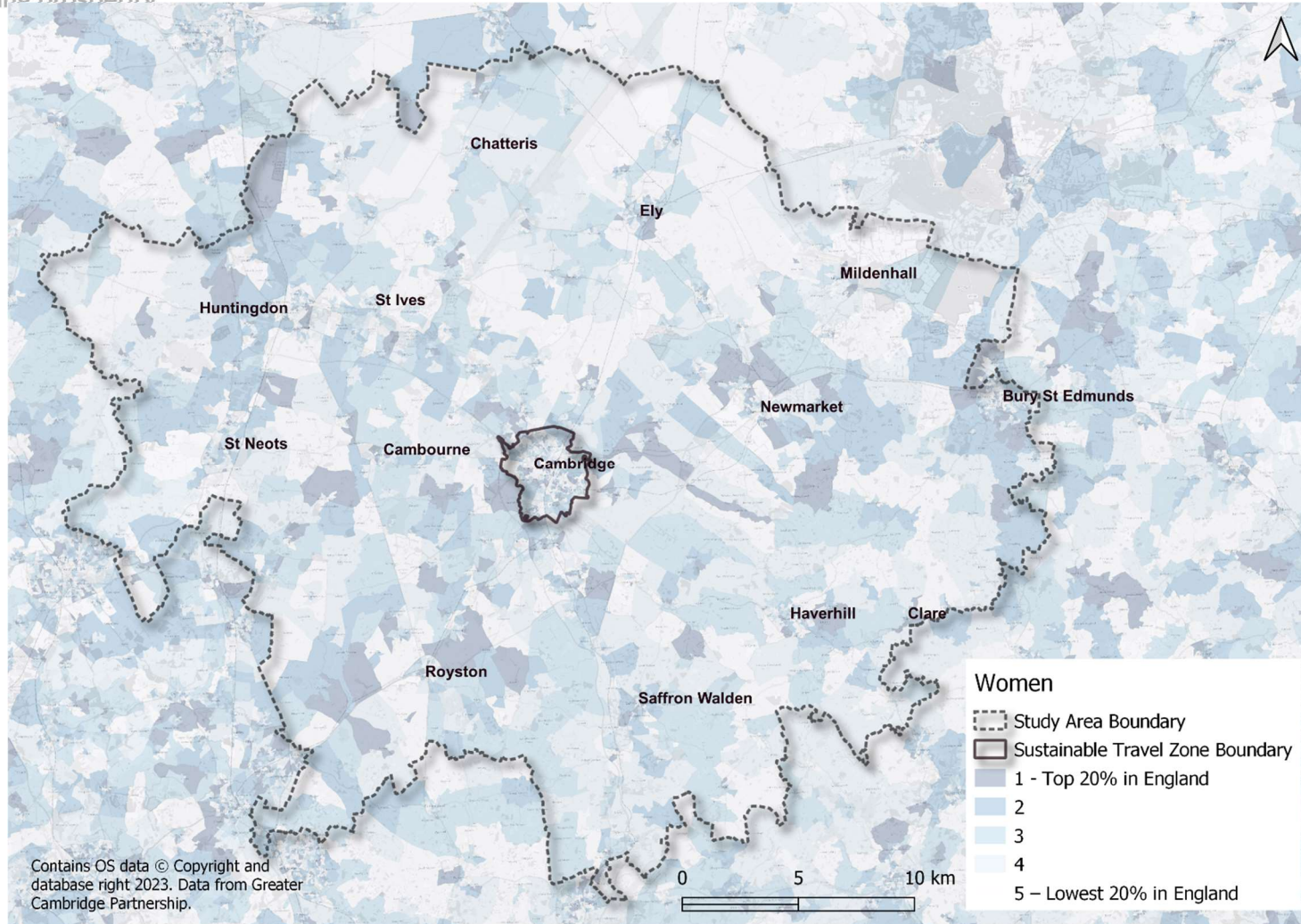
**Table A-15 Hate crime**

<b>Hate Crime Motivating Factor of offences</b>	<b>Cambridgeshire Constabulary</b>		<b>England and Wales</b>	
	<b>Number of offences</b>	<b>% of offences</b>	<b>Number of offences</b>	<b>% of offences</b>
<b>Disability</b>	123	6.6%	14242	8.6%
<b>Race</b>	1,324	71.0%	109843	66.5%
<b>Religion</b>	82	4.4%	8730	5.3%
<b>Sexual Orientation</b>	283	15.2%	26152	15.8%
<b>Transgender identity</b>	53	2.8%	1758	1.1%

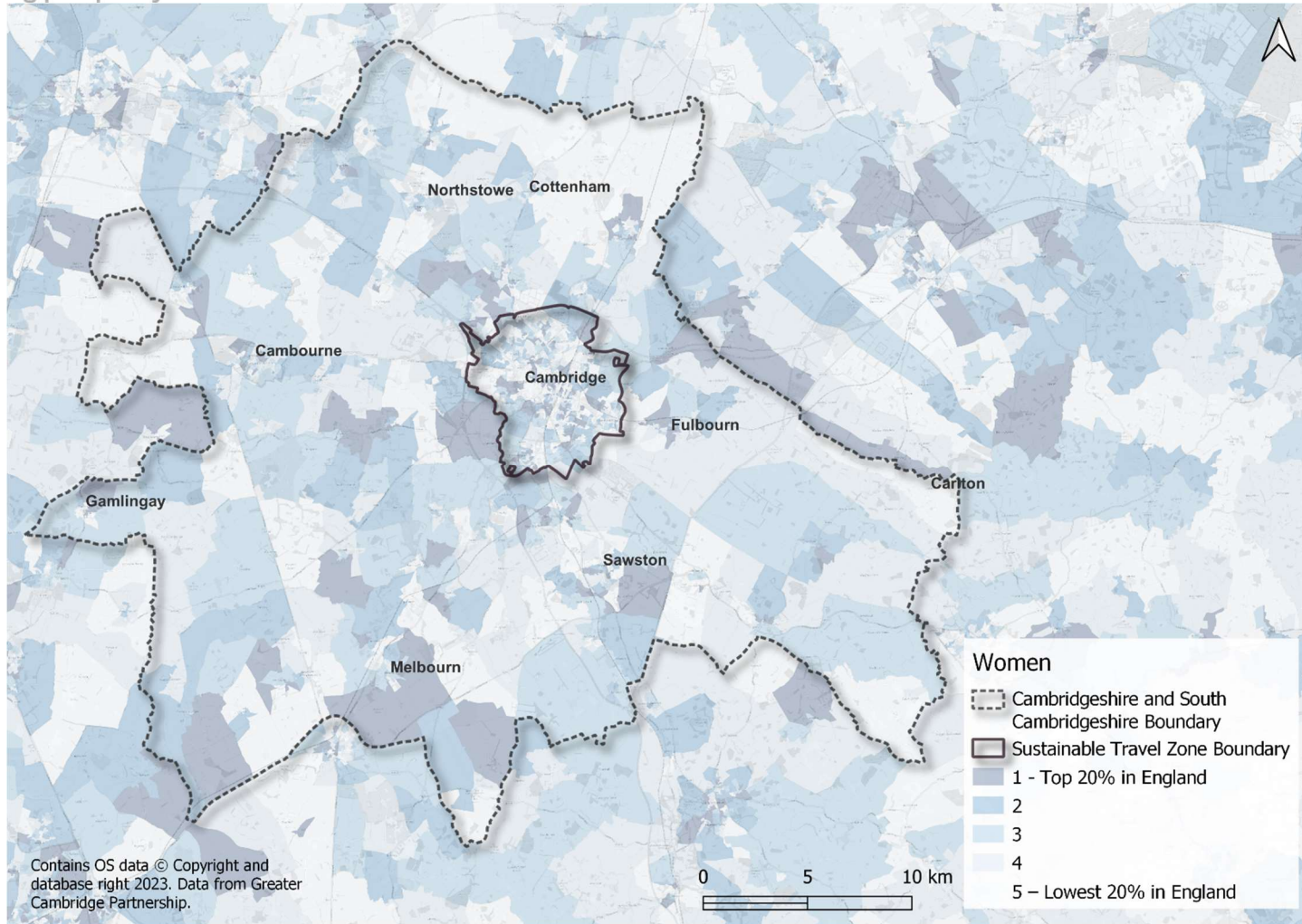


## **Appendix B - Maps of Key Socio Demographic Indicators**

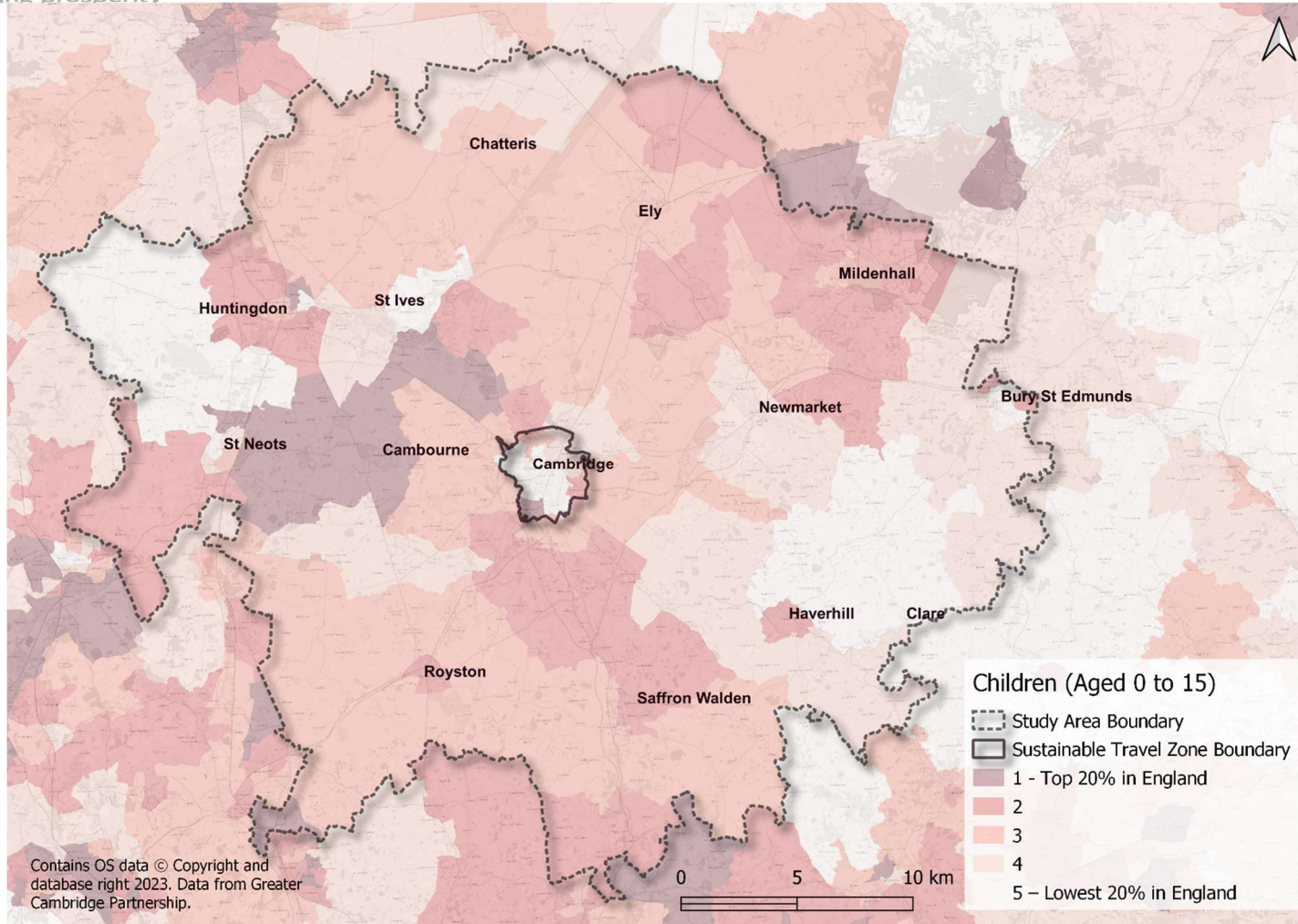
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**Map A - Proportion of women in the study area (%)**

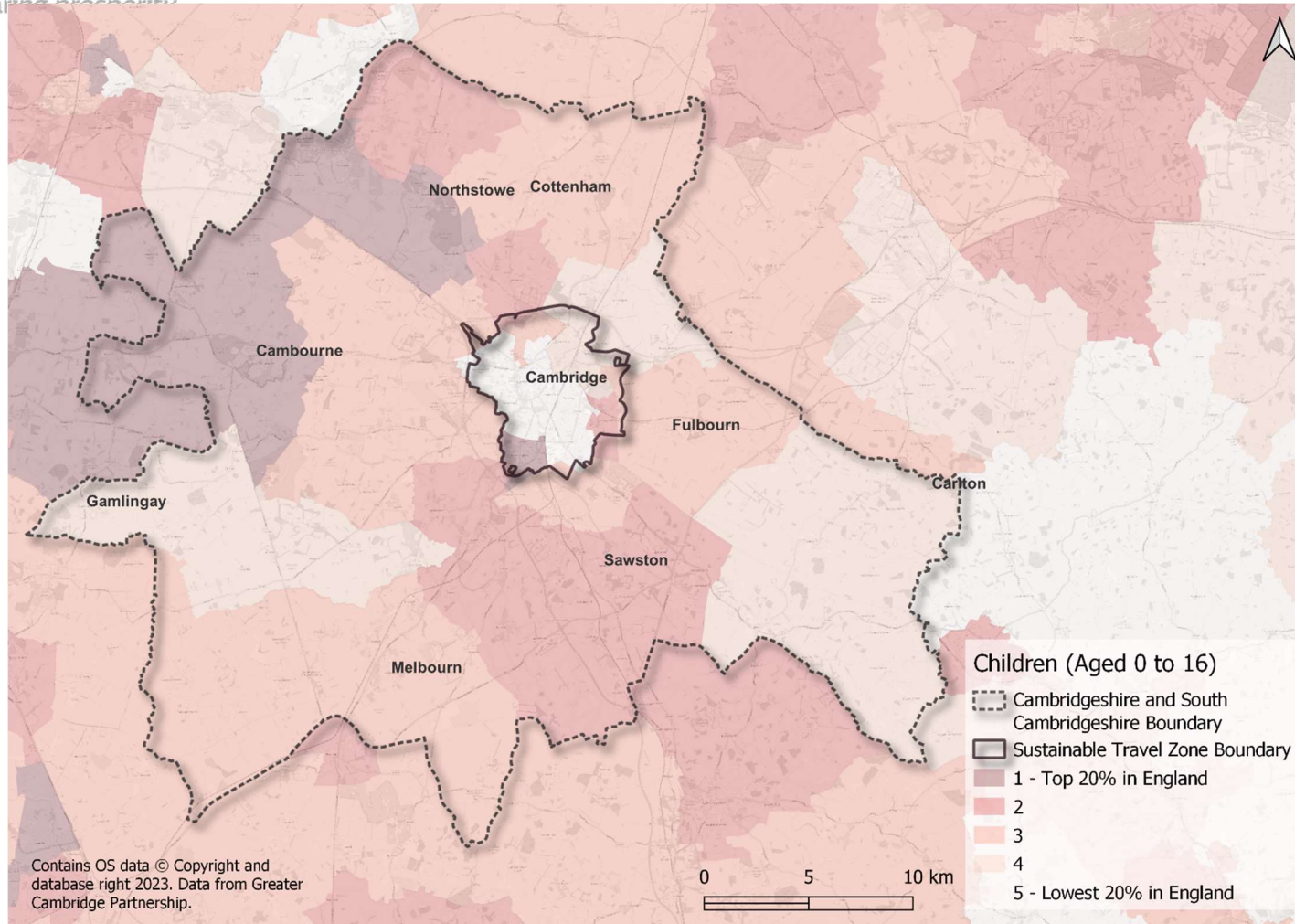


Map B - Proportion of women in Cambridge City and South Cambridgeshire (%)



**Map C - Proportion of children (0-15 years) in the study area (%)**

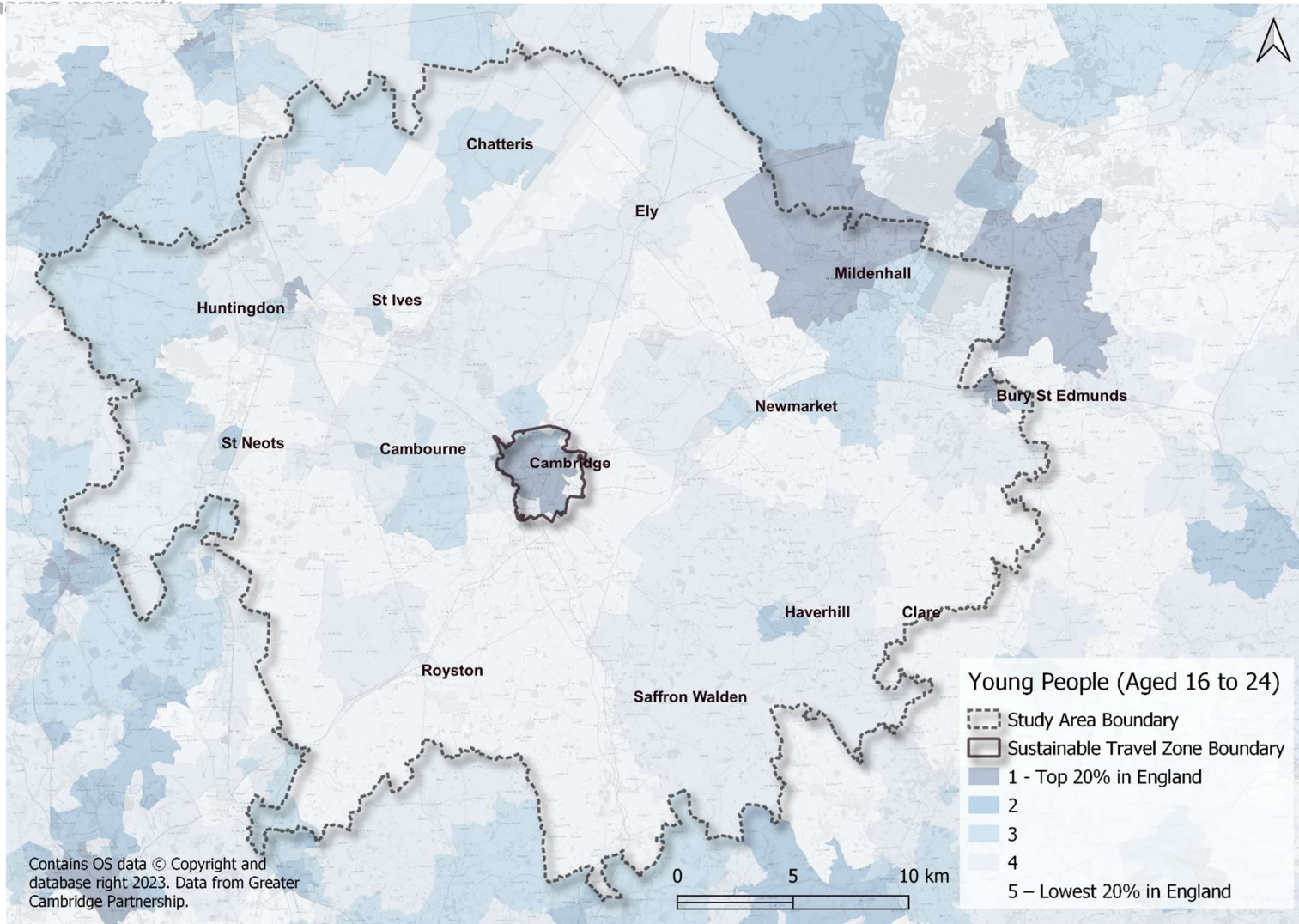




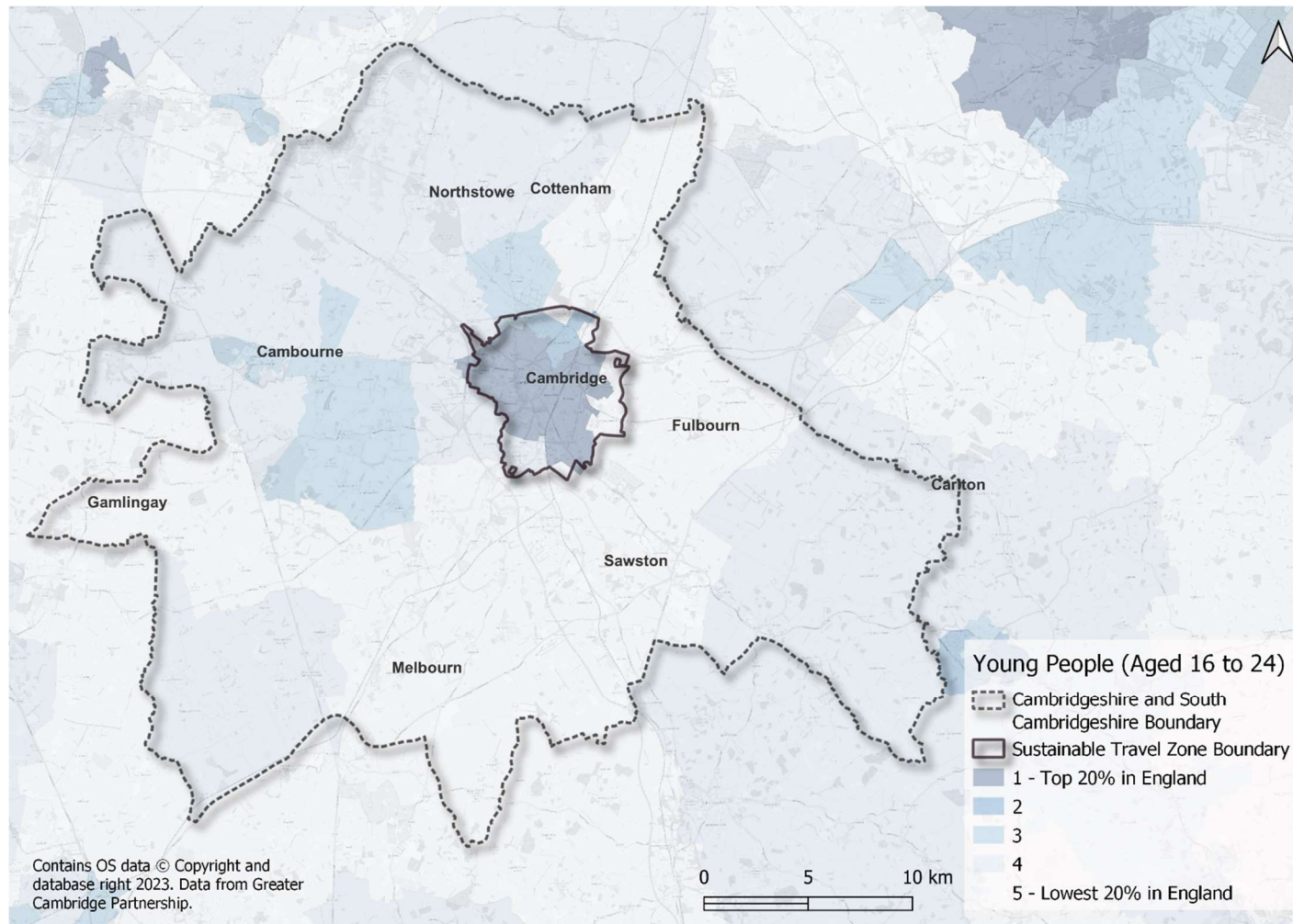
Map D - Proportion of young people (aged 16-24) in Cambridge City and South Cambridgeshire (%)



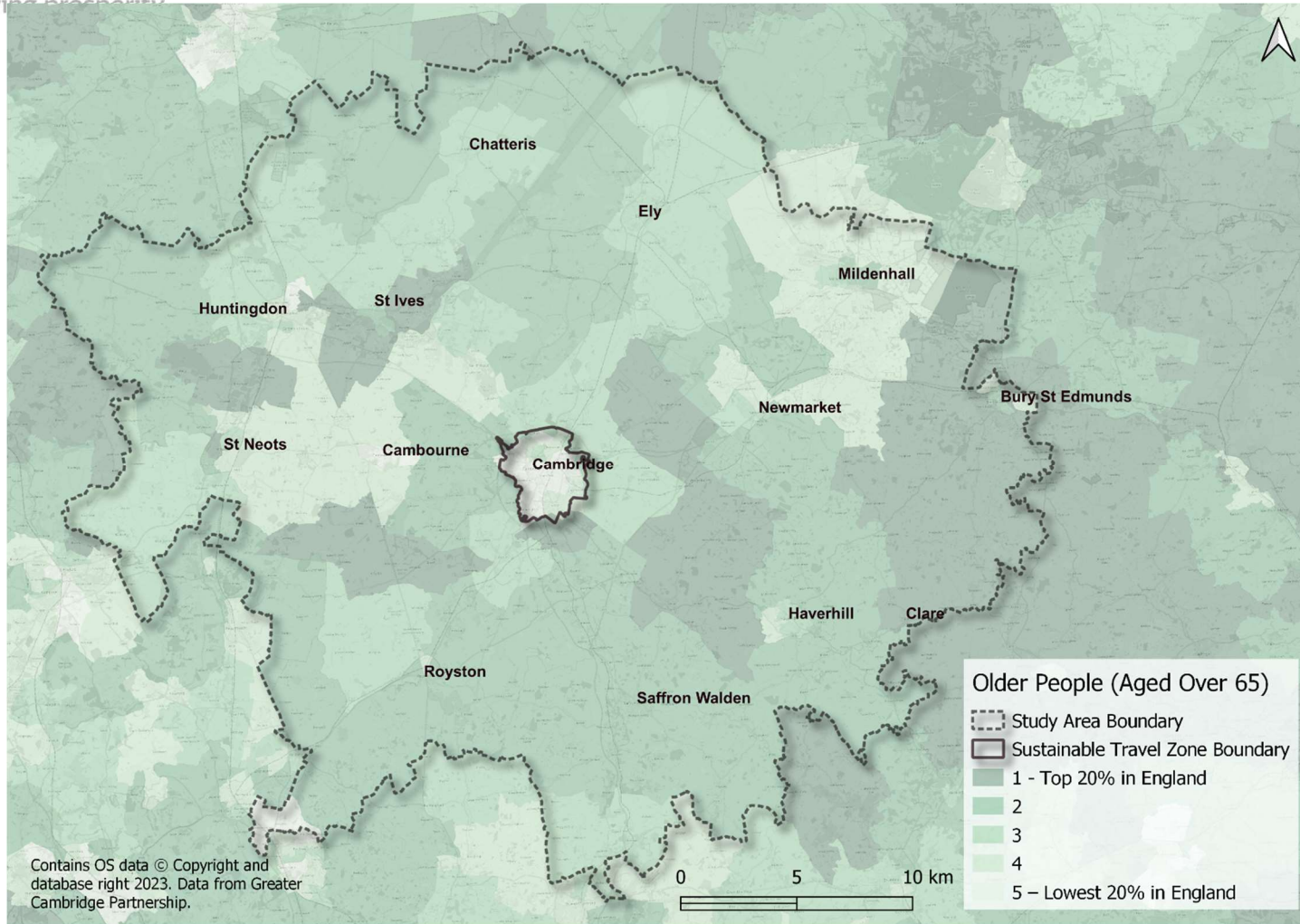
Growing and sharing opportunities



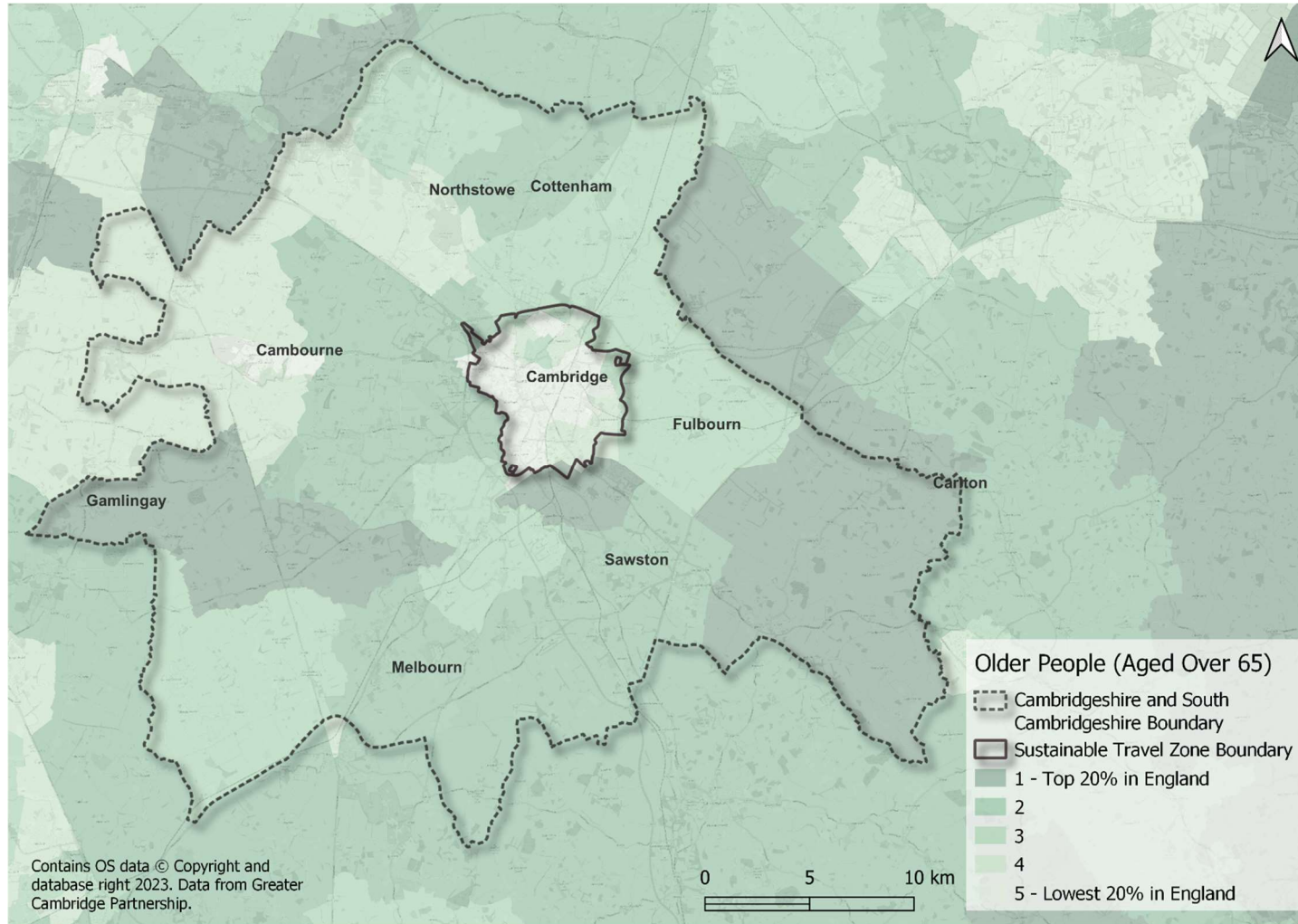
Map E - Proportion of young people (aged 16-24) in the study area (%)



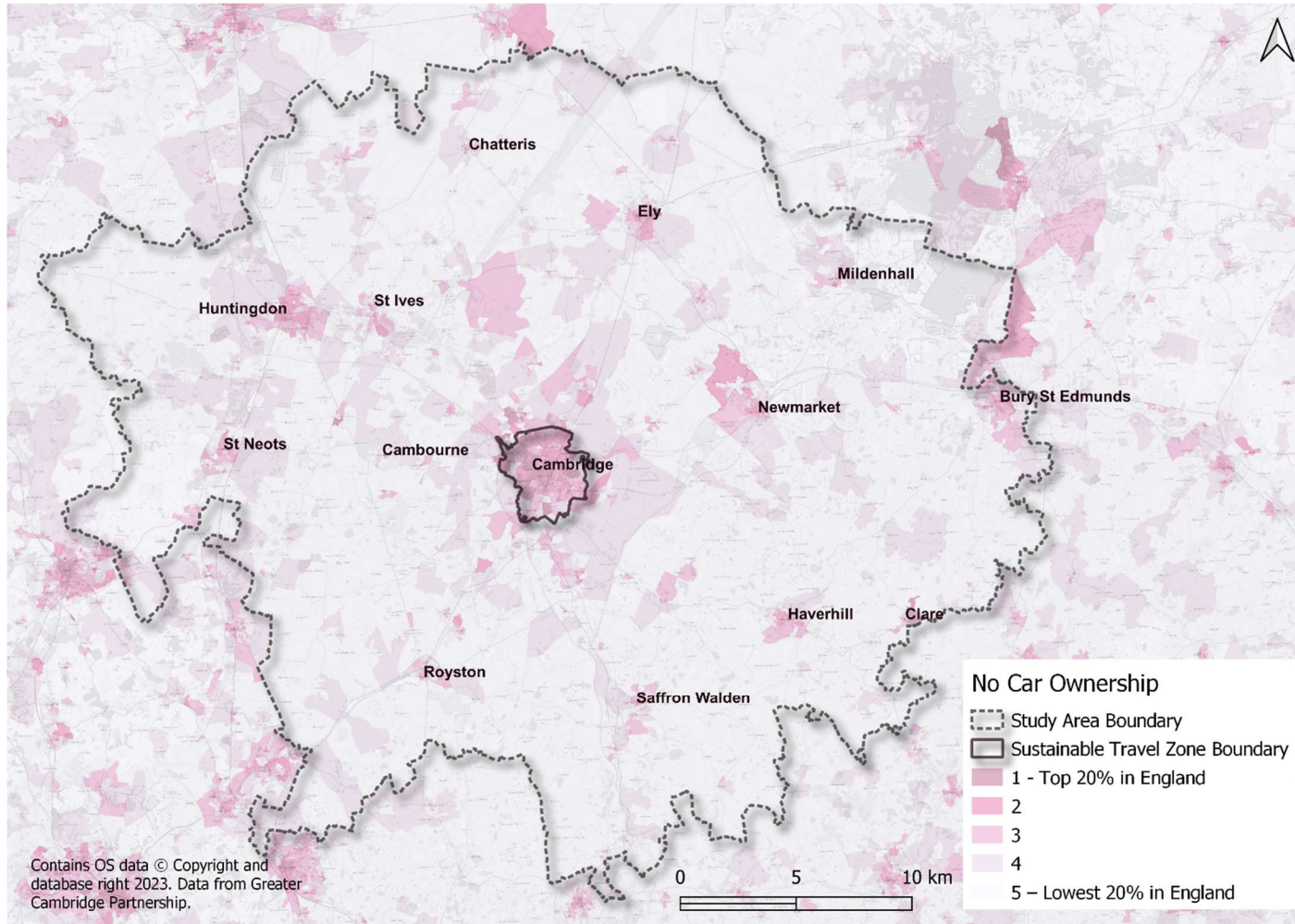
**Map F - Proportion of young people (aged 16-24) in Cambridge City and South Cambridgeshire (%)**



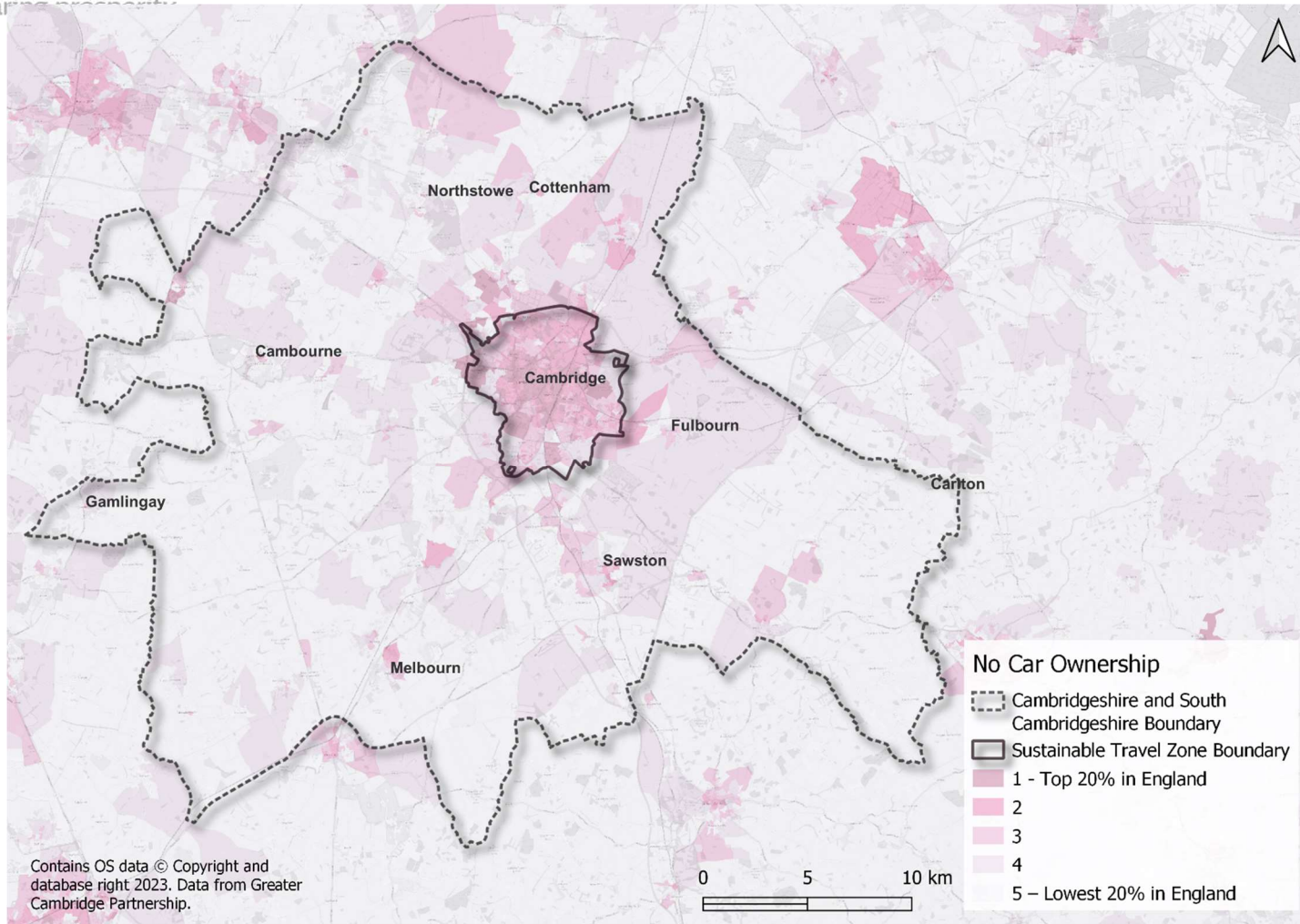
Map G - Proportion of older people (aged 65 and over) in the study area (%)



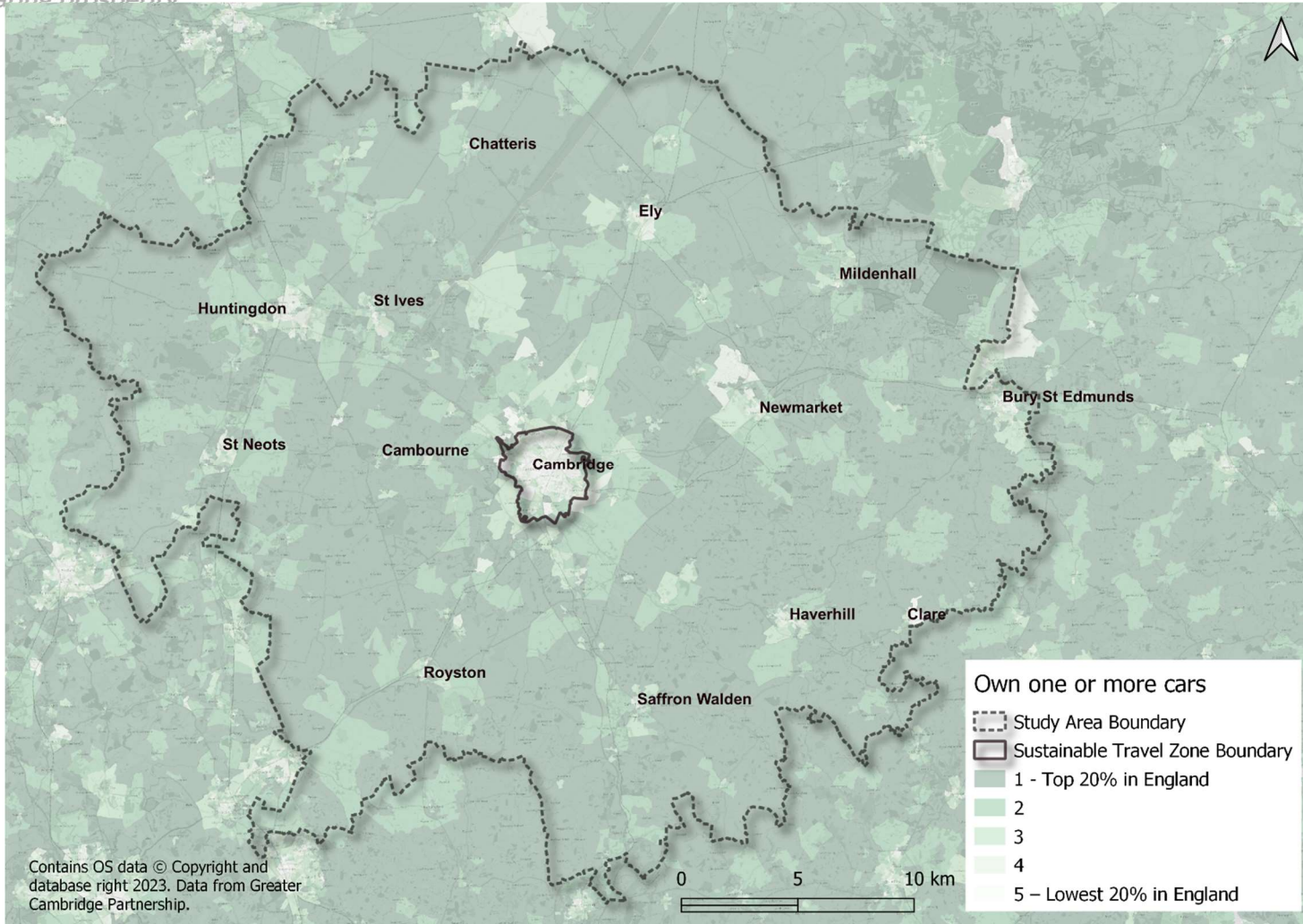
**Map H - Proportion of older people (aged 65 and over) in Cambridge City and South Cambridgeshire (%)**



Map I - Proportion people who do not own a car in the study area (%)

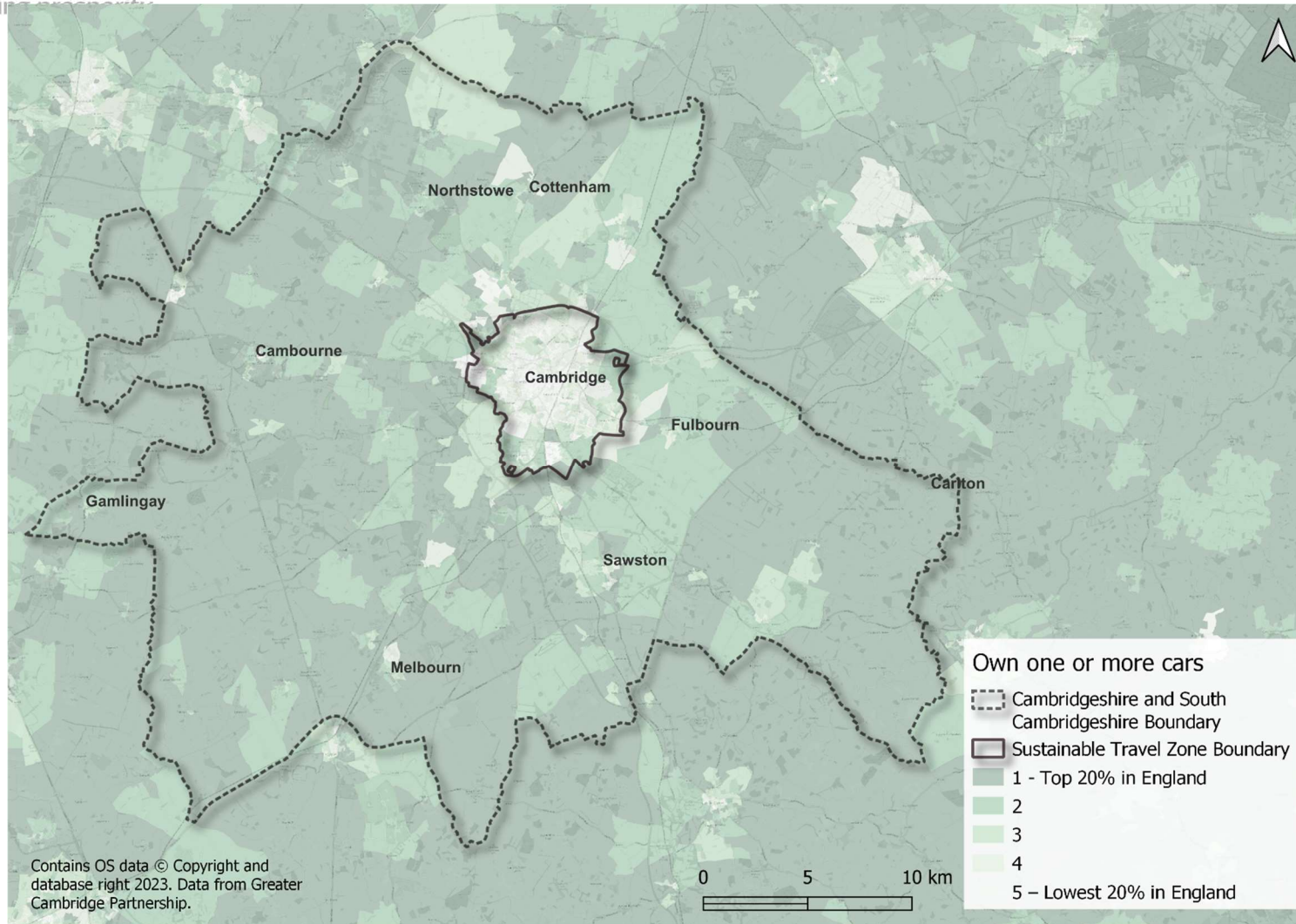


Map J - Proportion people who do not own a car in Cambridge City and South Cambridgeshire (%)

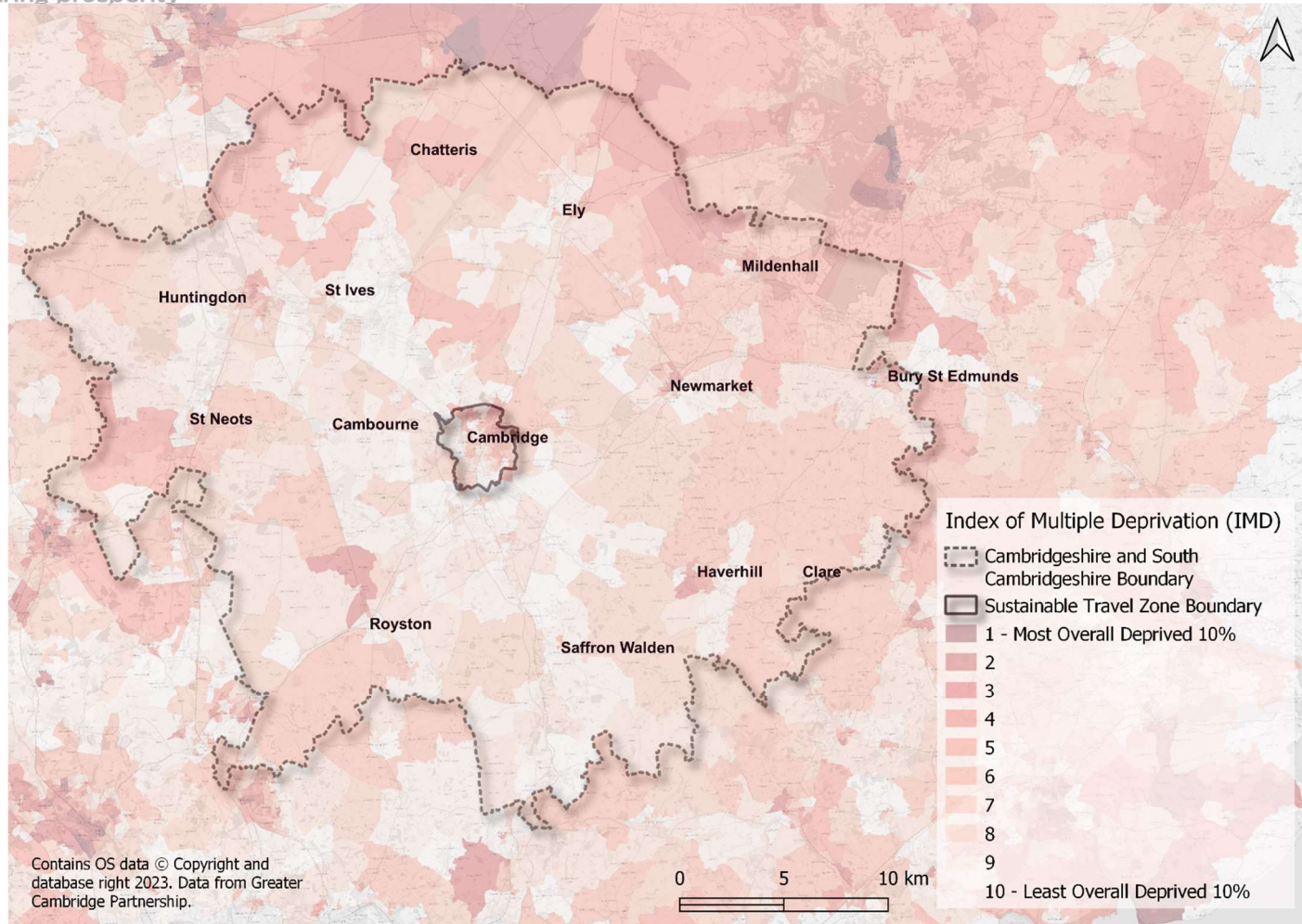


Map K - Proportion people who own a car in the study area (%)

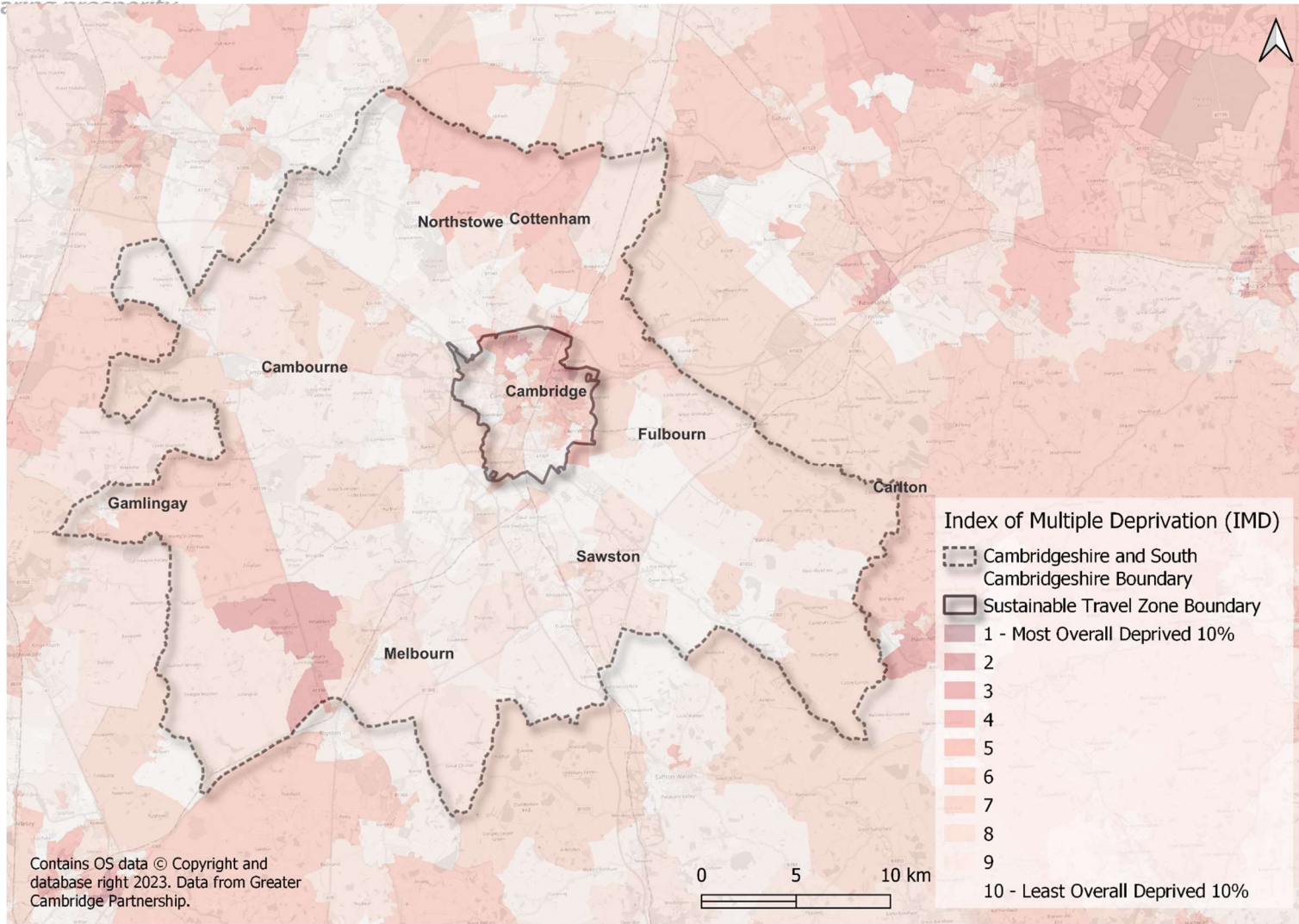




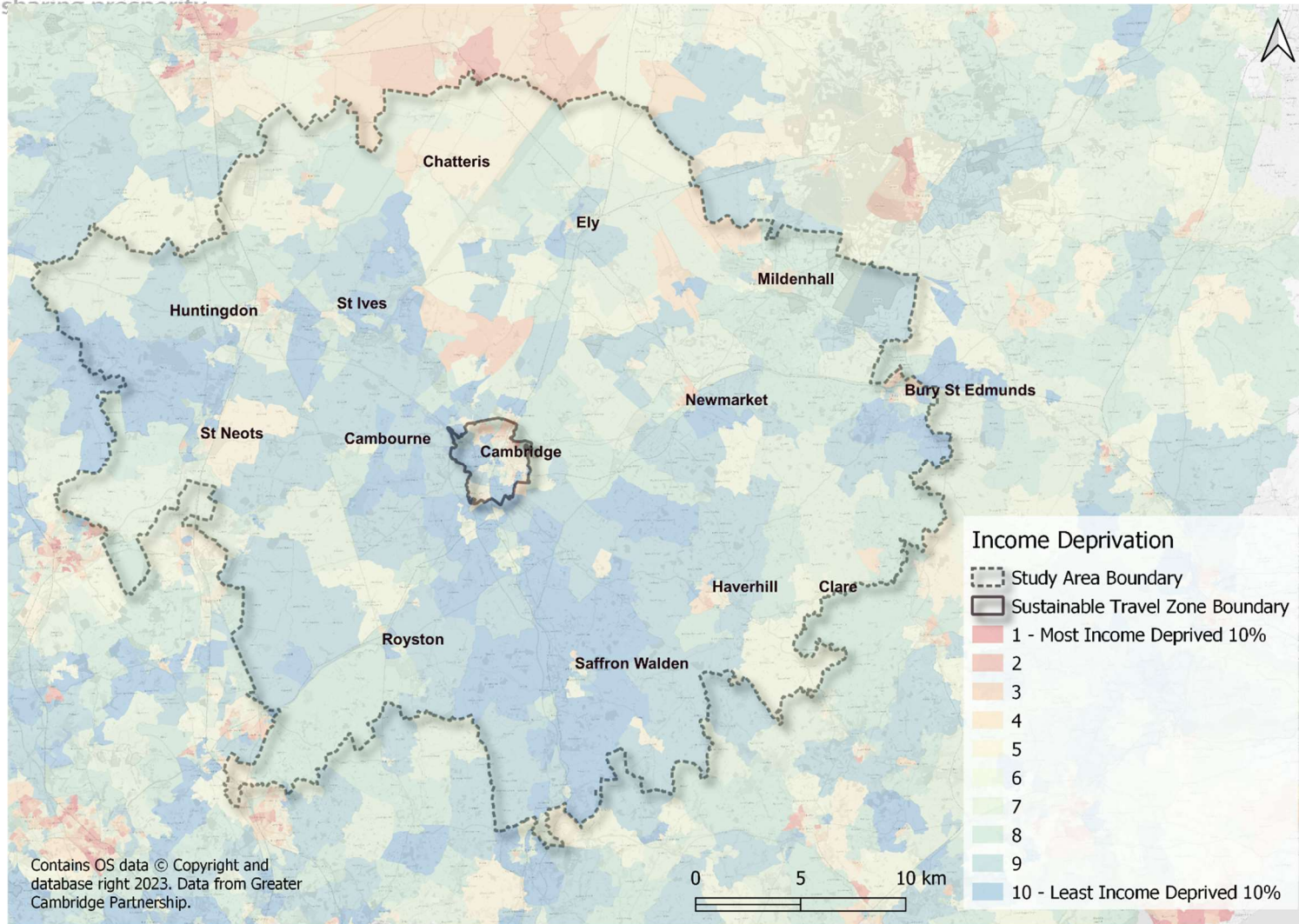
Map L - Proportion people who own a car in Cambridge City and South Cambridgeshire (%)



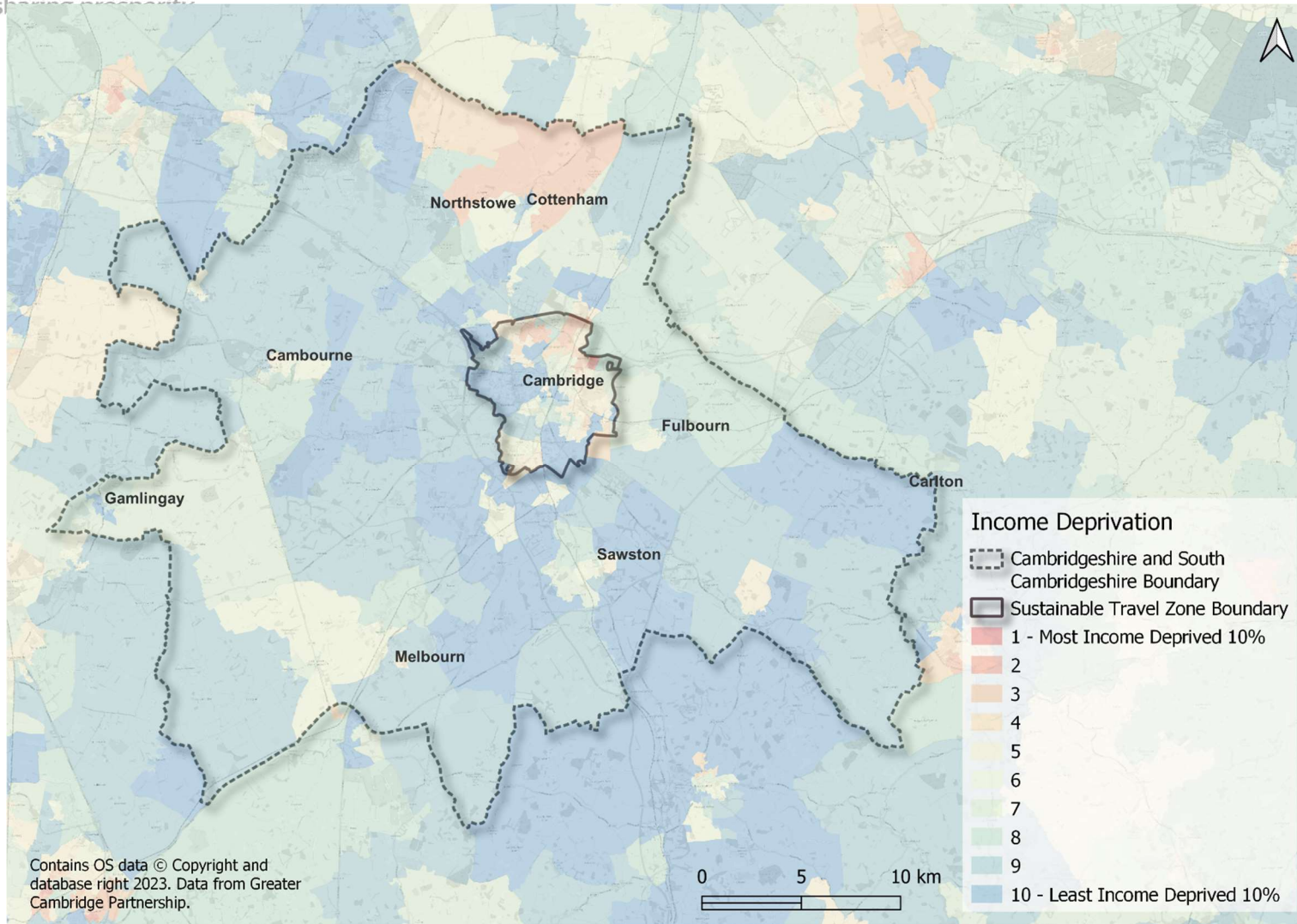
**Map M - Overall IMD Ranking by LSOA in the study area**



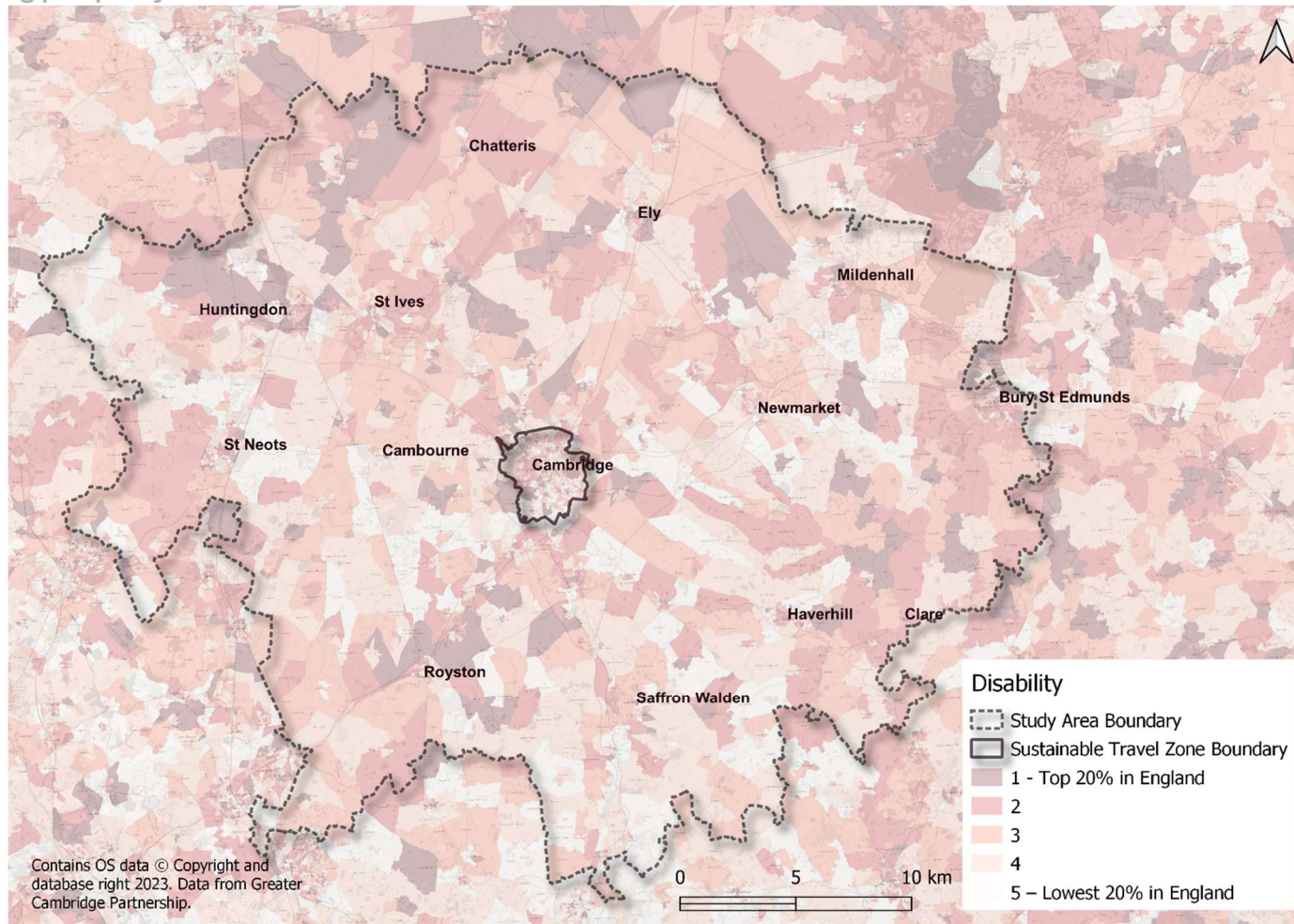
Map N - Overall IMD Ranking by LSOA for Cambridge City and South Cambridgeshire



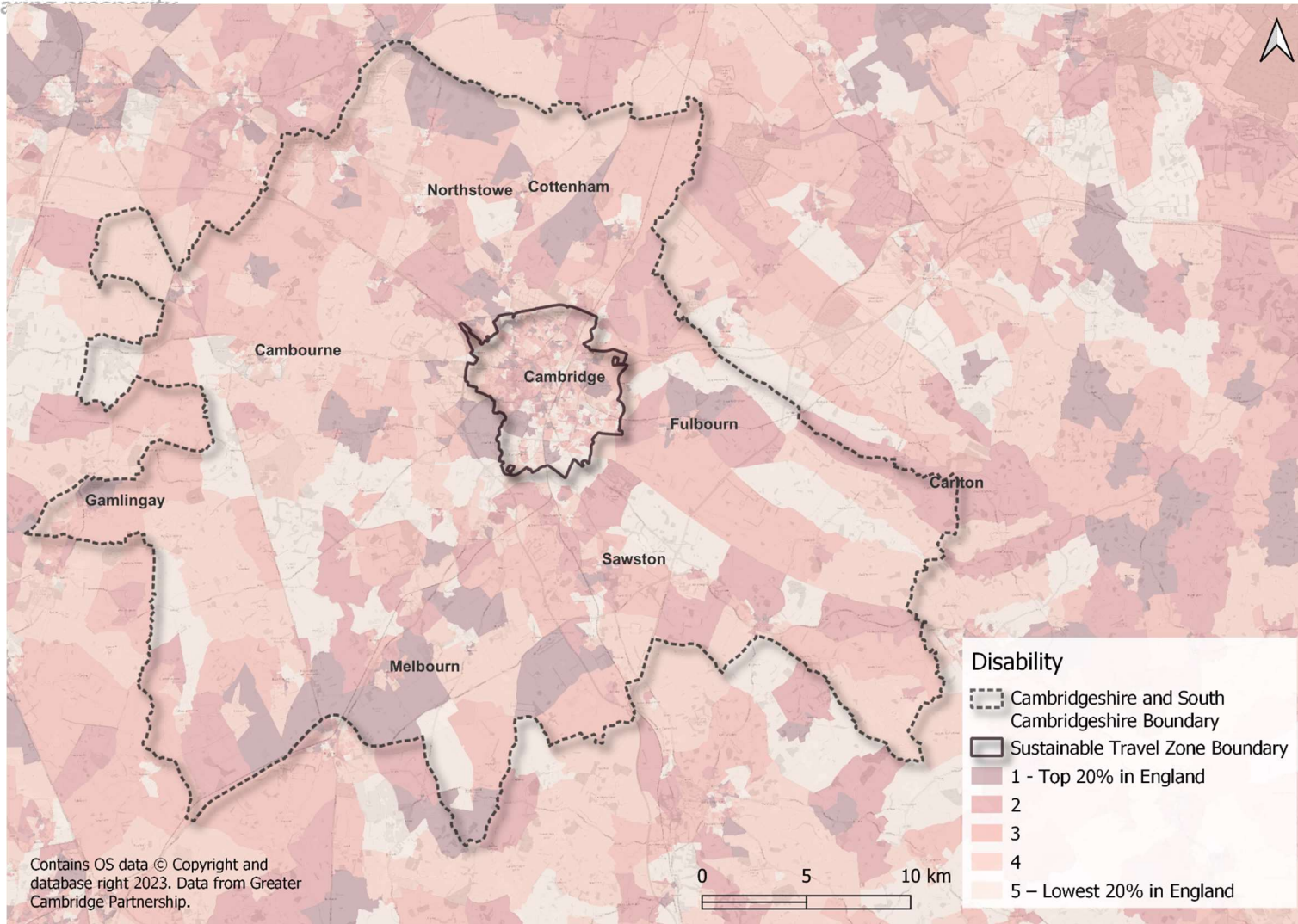
Map O - IMD Income Domain rankings by LSOA in the study area



Map P - IMD Income Domain rankings by LSOA in Cambridge City and South Cambridgeshire



Map Q - Proportion of individuals with a disability in the study area (%)



Map R - Proportion of individuals with a disability in Cambridge City and South Cambridgeshire (%)



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PARTNERSHIP**

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**ATKINS**

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