APPENDIX 1

CAMBRIDGE CYCLING CAMPAIGN
https://www.camcycle.org.uk/blog/2022/08/what-is-the-cambridge-sustainable-travel-zone/

August 31, 2022

What is the Cambridge Sustainable Travel Zone?

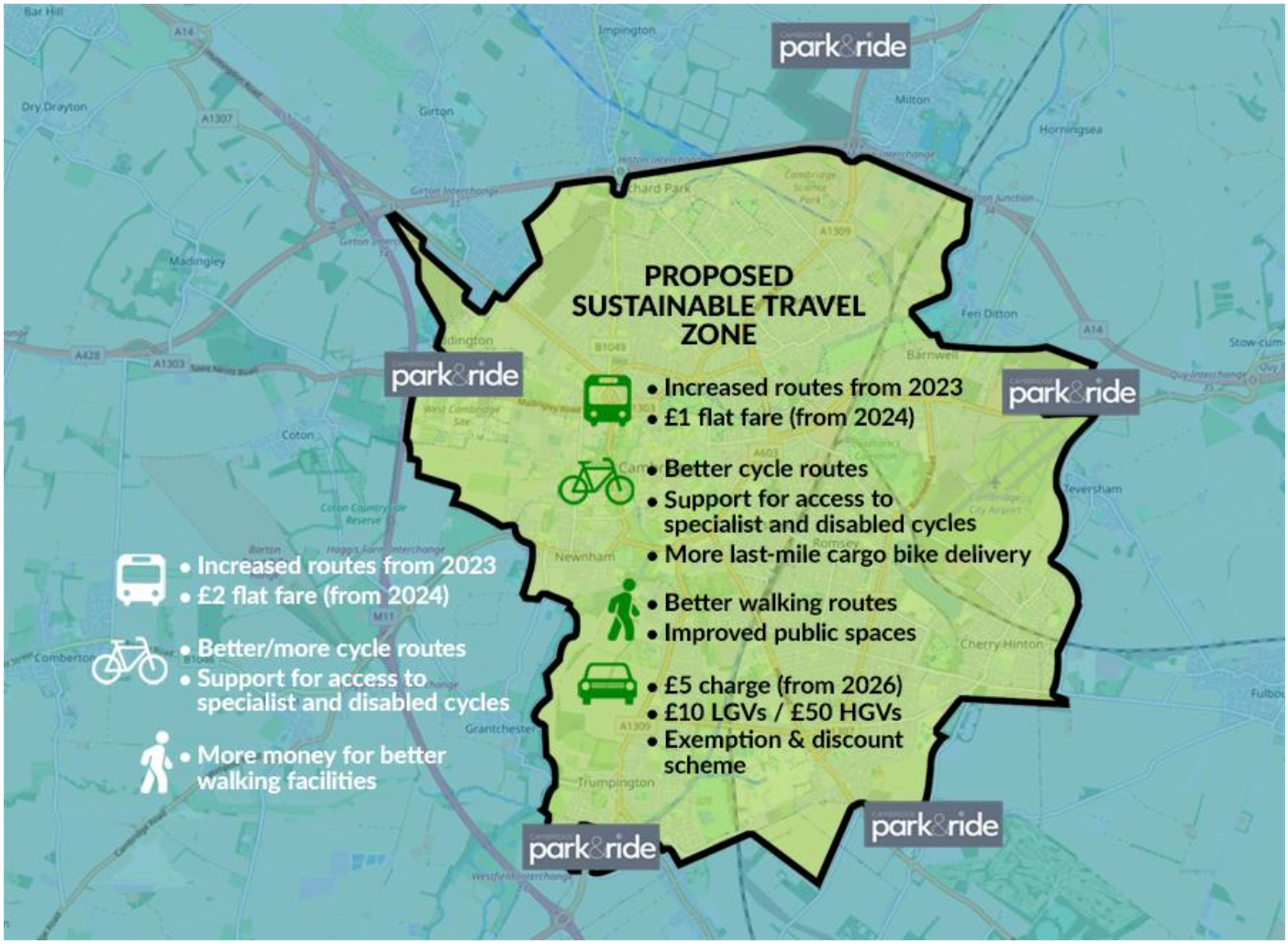
On Friday 26 August 2022, the Greater Cambridge Partnership (GCP) announced proposals for a transformational change to the city's transport network to be developed over the next six years. Camcycle has long supported the principles of congestion charging and 'demand management' and we are interested in how this scheme might work.

Here we've taken a look at the GCP's report to investigate the various aspects of the proposals and what it could mean for our area. ***We have published an initial statement here*** *and will be posting more detailed thoughts on the scheme once we have had a chance to consult in detail with our members.*

A new 'Public Transport and City Access Strategy' report, published ahead of a meeting of the GCP Joint Assembly, proposes a £50 million upfront investment in bus service improvements and fare reductions. A road charge would subsequently be implemented for travel within a new 'Sustainable Travel

Zone' and would provide future funding for the bus network and improved infrastructure for walking and cycling.

This report is the next stage in the GCP's City Access programme which 'aims to reduce congestion and improve public transport in order to offer people better journeys, as well as reducing air pollution and carbon emissions from transport'.



Map of the proposed Sustainable Transport Zone showing some of the changes that would be seen both inside and outside the zone. The Park & Ride sites are outside the zone.

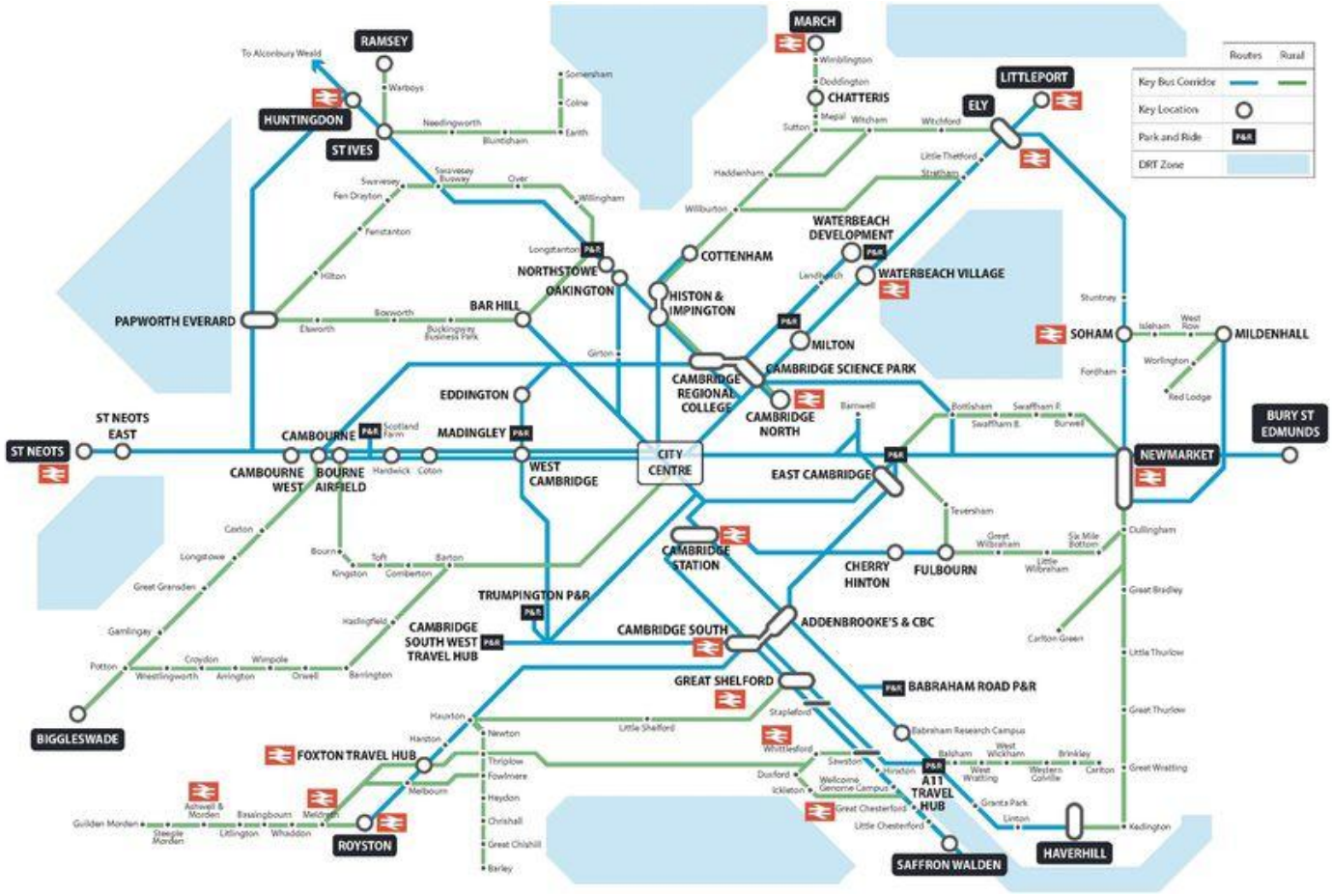
What are the main headlines?

Cheaper buses

Under these plans, bus fares would be significantly reduced – a single fare within the City would be £1 and buses into Cambridge from surrounding towns and villages would be £2.

Faster, more frequent and more reliable buses

Longer operating hours are proposed, with buses running from 5am to 1am each day except Sunday with buses running from 5am to midnight. There would be 8 buses an hour on key city routes, 6 buses an hour from market towns and larger villages and hourly services from smaller villages. Scheduled services would run alongside Demand Responsive Transport (bookable services, not restricted by locations or timetables).



Map showing proposals for the future bus network.

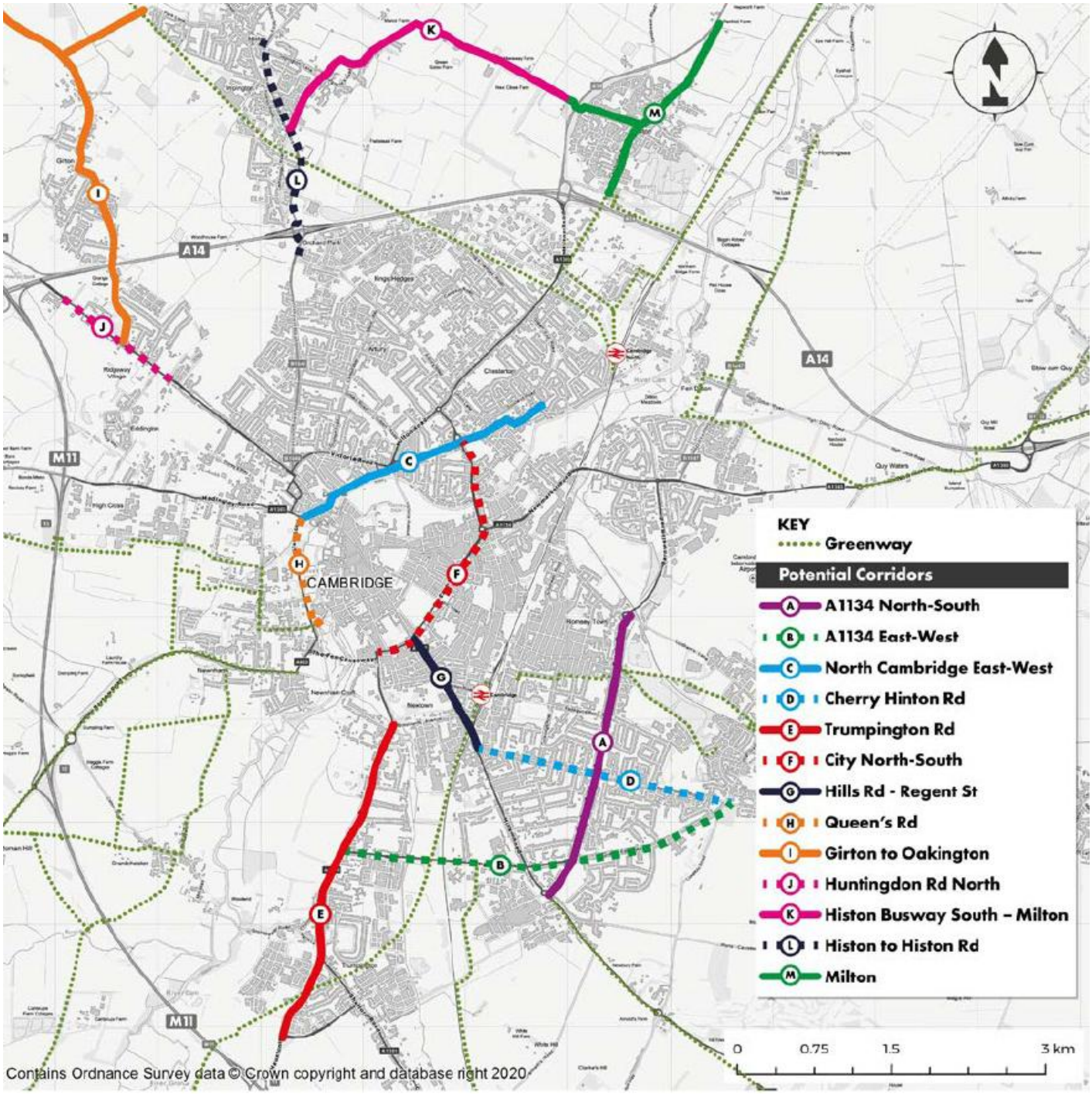
A Sustainable Transport Zone across the whole of Cambridge to promote the use of public transport and active travel

The sustainable travel zone has been drawn around the outskirts of the city and links between the park and ride sites. It will allow vehicles to access all the park and ride sites without incurring a charge. The GCP says this new transport zone would cut the number of car journeys within Cambridge by 50%. This would free up space for walking, cycling and public transport as well as allowing for improvements to public space. Car motorbike, and moped journeys would be disincentivised with a £5 charge per day for using the zone between 7am and 7pm on weekdays only. There would be additional charges for other vehicles, LGVs £10 and coaches and HGVs £50.

A system of discounts, exemptions and reimbursements would apply to groups including emergency vehicles, blue badge holders, low-income households, some NHS patients and staff, social care workers and zero-emissions, accessible taxis.

More investment in cycling and walking

Additional funding and roadspace is required for future improvements such as those set out in the GCP's Cycling Plus consultation. The Sustainable Transport Zone could provide both of these, as revenue raised would be used to fund active travel projects as well as buses, and the reduction of car traffic on the roads would free up space for better cycleways and pavements. An estimated £20 million annually will be available for infrastructure investment.



Priority routes for improvement as set out by the Greater Cambridge Partnership in its 'Cycling Plus' consultation

When would the Sustainable Travel Zone be implemented?

The full zone would not be in place until 2028. The GCP says it will build up the bus improvements first to ensure that there are 'reliable, competitive and sustainable alternatives to travelling by car'. This is in line with the

recommendations of members of the GCP Citizens' Assembly who said that 'improvements in public transport need to come first'.

Proposed timetable

Autumn 2022	Public consultation on the Sustainable Travel Zone and bus improvements.
Spring/Summer 2023	Decision made on detailed scheme and implementation.
From Summer 2023	If the scheme is approved, priority improvements to bus services would begin. This would include more frequent buses on existing routes, and additional services to link up with all clinical shifts at Addenbrooke's and other major employment and education sites.
From 2024	The proposed flat fares would be introduced – £1 for single trips in Cambridge and £2 for single trips in Cambridgeshire.
From 2025	More improvements to the bus network. A peak-time user charge would be introduced for larger vehicles (e.g. LGVs, HGVs, coaches) between 7am and 10am.
From 2026	More improvements to the bus network. Peak-time user charge extended to all vehicles, including cars and motorcycles (exemptions apply).
From 2027/2028	Full bus network in place. Sustainable Travel Zone charge extended to 7am – 7pm (weekdays only).

How would the Sustainable Travel Zone work?

As with other UK charging schemes, the system would mainly work by capturing vehicle details using a series of ANPR cameras. Vehicle data would be checked and a charge, exemption or discount applied as appropriate. Payment would be possible online or by phone and regular users would be incentivised to sign up for accounts to enable quicker payment.

The details on the potential tapered discount (25-100%) for lower income households say it would be designed so that it is accessible to those on low incomes using range of payment methods.

Is the Sustainable Travel Zone supported by the public?

From the consultations already held by the Greater Cambridge Partnership:

95% of respondents to 'Our Big Conversation' (2017) supported improving public transport with 66% saying traffic and congestion was their biggest transport challenge.

82% of respondents to 'Choices for Better Journeys' (2019) supported the vision to significantly improve public transport. A pollution or flexible road charge were the highest ranked solutions in this survey (chosen as first or second choice by 44% and 36% of respondents respectively).

'Provide affordable public transport' ranked top in a list of ideal outcomes developed by members of the GCP Citizens' Assembly (2019). They ranked closing roads to cars first, followed by a road charge (clean air zone, pollution charge or congestion charge).

78% of respondents to the 'Making Connections' consultation (2021) supported the proposals to improve and expand the bus network (with 51% in strong support). 41% preferred a lower charge over a larger area, as opposed to 36% preferring a higher charge over a smaller area (36%). 68% supported reducing traffic as a way to improve walking and cycling.

Will the Sustainable Travel Zone work?

The GCP says that modelling of the proposed plans shows likely results to be:

50% reduction in car trips in the Sustainable Travel Zone (STZ)

40% increase in public transport use in the STZ and the wider South Cambridgeshire area

30% increase in walking and cycling within the STZ

5% reduction in greenhouse gases (note that the Cambridgeshire & Peterborough Combined Authority has a target to reduce car mileage in the whole region by 15% by 2030, compared with 2019 levels, equal to approx. 732 million vehicle miles in total).

There will also be benefits to health:

Better air quality will support a reduction in associated deaths and illnesses

Over £160m of health benefits due to increase in physical activity from higher levels of walking and cycling.

Research published earlier this year ranked congestion charging as the most effective method for reducing car use in cities.

Is the Sustainable Travel Zone fair?

One of the aims of the Sustainable Travel Zone is to help 'address social inequalities where poor provision of transport is a contributing factor'. The GCP notes that 'some parts of Greater Cambridge and the wider travel-to-work area are being held back by a lack of any viable public transport. In some places, people are cut off from opportunities by poor public transport access or walk and cycle connections'.

For those without access to a car, choice and accessibility have been decreasing. In the 2011 census, data showed that a third of households in Cambridge did not own a car, or van and for single-parent families this was 42%. Public transport costs have been rising much faster than the cost of driving since the turn of the century and a quarter of bus services have disappeared in the last decade. Meanwhile, increasing traffic on the roads is often a barrier to walking and cycling.

As part of the new proposals, the GCP commissioned a detailed Equalities Impact Assessment. It concluded that the scheme would result in beneficial

effects across most protected characteristic groups, including low-income households. The GCP also held focus groups with young people, disabled people and people on low incomes. All of these groups were unhappy with aspects of the existing bus service and wanted to see improvements to active travel. The GCP says some of the funding from the Sustainable Travel Zone could be used to provide more support for disabled users of public transport and support to access specialist and disabled cycles.

For drivers, a road charge is a more regressive transport measure than road closures, for example, as those on lower incomes bear a higher burden of the cost. However, providing roads for free is also not fair. Free roads could be seen to 'help' poorer households, but only after they have made large investments, both upfront and ongoing, in the depreciating assets that are cars. Furthermore, research has shown that people from lower-income groups are more likely to die in car crashes, live near polluted roads and suffer from decreasing levels of activity.

The GCP has recognised that some groups will be less able to switch from driving than others and is proposing a range of discounts, exemptions and reimbursements to address this. It says it will continue to develop details of these exemptions and discounts through the consultation process and will 'engage with protected characteristic groups through the scheme design to obtain more granular information and create a more detailed understanding of the issues'.

Table 3 – proposed discounts and exemptions[27]

Category	Proposed discount / exemption
Emergency vehicles	Exempt
Military vehicles	Exempt
Disabled tax class vehicles	Exempt
Breakdown services	Exempt
NHS tax-exempt vehicles	Exempt
Dial-a-ride services	Exempt
Certain local authority operational vehicles	Exempt
Blue badge holders	Nominate up to 2 vehicles for 100% discount
Low-income households	Potential for tapered discount 25-100%
Car club vehicles (official providers)	100% discount
Registered bus services	As above, 100% discount with potential to link this to the CPCA's 2030 zero emission bus ambition
Hackney Taxis	As above, 100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible
Private Hire Vehicles	As above, 100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028) or wheelchair accessible

Alongside the proposed discounts and exemptions, as part of the suggested consultation we will explore with providers and develop reimbursement schemes 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);
- 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; and
- Minibuses and LGVs used by charities and not-for-profit groups.

Example concerns:

I don't have a safe cycle route from my village

In addition to the existing Greenways project, the GCP says new funding would be used to invest in other cycling projects in both Cambridge and the wider area. Existing funding isn't enough to create all the routes we'd like to see, along with much-needed maintenance and improvements to existing routes. Do contact both Camcycle and the GCP if you have ideas on how routes near you should be improved.

Can I be charged twice in one day for driving in the new zone?

The Sustainable Travel Zone charge is a daily charge. You would only be charged once per day, for example £5 if you are driving a car or £50 for a HGV.

The buses aren't good enough to get me to work / school / the hospital

If this proposal is approved, improvements to the bus network would start from summer 2023, with a focus on improving frequency on existing routes and delivering new links to Addenbrooke's and key employment and education sites. The aim is to have good-quality alternatives in place before any road charging begins to be rolled out.

We don’t have enough bus drivers for the existing bus network, let alone one that is double the size

The GCP has factored in a 20% increase in driver wages in recognition of the challenges of recruitment and retention in this sector. The overall plan is to take buses back into the control of the local authorities, as in London or Manchester, which would allow them to design the service according to need.

I won’t get the chance to have a say

This is a long-term project: this month, members of the GCP are considering whether the proposals are suitable to go to public consultation. If they approve them, a consultation would take place in the autumn. Councillors have made clear that there will be plenty of time and different opportunities to share your views.

APPENDIX 2

CAMBRIDGE SUSTAINABLE TRAVEL ZONE

(Question put to Google AI, on 7 Nov 2026: Proposed Cambridge Sustainable Travel Zone map showing outer boundary

The proposed **Cambridge Sustainable Travel Zone (STZ)** outer boundary encompasses the entire city of Cambridge, carefully drawn to outline the outskirts while keeping vital commuter hubs accessible. [1, 2]

The primary geographical span of the proposed outer boundary includes: [1]

- **Northern Boundary:** Aligns along the **A14 trunk road**.
- **Southern Boundary:** Extends down to include **Trumpington** and the **Addenbrooke's Hospital / Cambridge Biomedical Campus** area.
- **Western Boundary:** Bordered closely by the **M11 motorway**.
- **Eastern Boundary:** Reaches out to enclose **Cherry Hinton** and the **Cambridge City Airport** site.

Key Features of the Outer Boundary

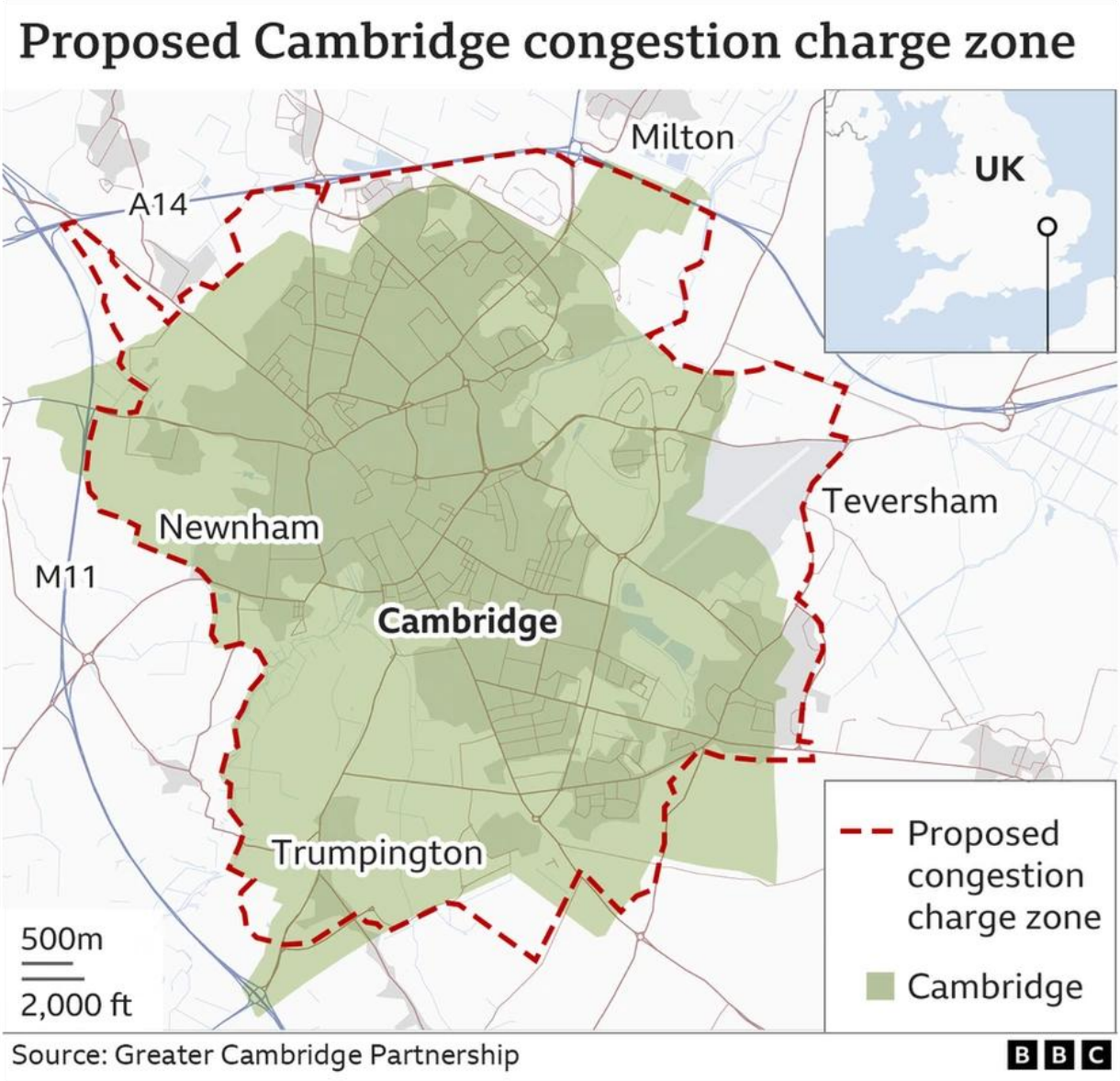
- **Park & Ride Access:** A critical design element of the boundary is that **all official Park & Ride sites are situated just outside the Sustainable Travel Zone**. This configuration allows drivers to travel from outlying areas, park their vehicles, and access public transport without crossing the line into the chargeable zone. [1, 2]

- **Operational Rules:** Under the core Greater Cambridge Partnership (GCP) proposals, driving a private vehicle within this outer boundary during operational hours (weekdays, 7am–7pm) would attract a **£5 daily road user charge** aimed at reducing inner-city traffic by 50%. [1, 2]

If you are tracking these transport changes, would you like to explore:

- The current **status of the GCP proposals** and whether they are active?
- A breakdown of the **exemptions, discounts, and reimbursements** planned for the zone?
- Details on the **bus network upgrades and £1/£2 fare structures** linked to the scheme?

APPENDIX 3


Proposed Cambridge congestion charge zone
Milton
A14
UK
Teversham
Newnham
M11
Cambridge
Trumpington
500m
2,000 ft
Proposed congestion charge zone
Cambridge
Source: Greater Cambridge Partnership
BBC

APPENDIX 4

QUESTION PUT TO GOOGLE A I 8 November 2026

Under the New York Congestion Charging scheme, do residents who live in Lower Manhattan and keep cars there have to pay each time they drive their car in their local area, or are such residents exempt from the congestion charge?

Answer:

Residents of Lower Manhattan are not exempt from the New York Congestion Charging scheme, but **they do not have to pay each time they drive locally within their neighborhood.**

The Metropolitan Transportation Authority (MTA) framework outlines exactly how the toll applies to residents living inside the Congestion Relief Zone (Manhattan south of and including 60th Street): [1, 2]

How the Charge Applies to Local Residents

- **No Charges for Internal Trips:** You are only charged when your vehicle **enters** the Congestion Relief Zone. If you keep your car in Lower Manhattan and only drive it entirely within the zone without leaving, you will **not** be charged. [1]

- **No Charges for Parking:** You are never charged for days when your vehicle remains parked. [1]

- **Charged Upon Re-entry:** If you drive your car out of the zone (for example, crossing the river into Brooklyn or heading north past 60th Street) and then drive back into Lower Manhattan, you will be assessed the toll upon re-entering the zone. [1, 2

- **Capped Once Per Day:** For passenger vehicles, the toll is strictly capped at **once per day**. Even if you leave and re-enter the zone multiple times in a single day, you will only pay for the first entry. [1, 2]

Low-Income Resident Relief

While there is no blanket exemption based purely on residence, the program provides a low-income relief mechanism: [1, 2]

- Residents living inside the zone whose New York State household adjusted gross income is **under $60,000** may qualify for a New York State **tax credit** equal to the total amount of congestion

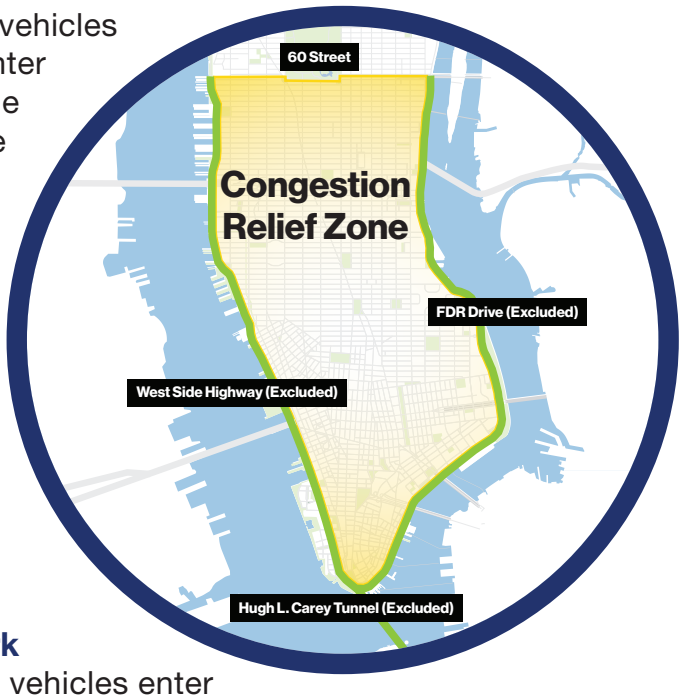
tolls they pay. [1, 2]



A New Congestion Relief Zone for New York

It's time for a city that moves faster, breathes easier, and works better

Starting January 5, 2025, vehicles will be charged a toll to enter the Congestion Relief Zone (formally referred to as the Manhattan Central Business District) – the area of Manhattan south of and including 60 St, excluding the FDR Drive, West Side Highway/Route 9A, and the Hugh L. Carey Tunnel connections to West Street.



Congestion Pricing means less traffic, cleaner air, safer streets, and better transit

Congestion Pricing will unlock a better New York

Today, more than 700,000 vehicles enter the Manhattan CBD every weekday, and average travel speeds are just 7 mph in the Manhattan CBD and 4.9 mph in Midtown. New Yorkers lose 117 hours a year on average sitting in traffic, costing them nearly $2,000 in wasted time. Plus, more traffic means more air pollution and associated health impacts.

New York is finally addressing this long-standing crisis of excess traffic congestion. Charging vehicles to enter what is today one of the most congested districts in the nation will result in an estimated 80,000 fewer vehicles entering the zone daily. Less traffic means faster and more reliable vehicle and transit trips, cleaner air, and safer streets.

Congestion Pricing benefits everyone

With revenue generated by the Congestion Relief Zone toll, millions of daily transit riders will benefit from more accessible stations, modern signal systems, hundreds of new electric buses, and other critical improvements that keep our system in good working condition and make taking mass transit more comfortable. For drivers, fewer vehicles on the road will mean faster trips and less time wasted in traffic, while pedestrians and cyclists will enjoy safer, quieter streets.

Toll rates for vehicles

Vehicle type	E-ZPass Peak	E-ZPass Overnight	Tolls by Mail Peak	Tolls by Mail Overnight
Passenger vehicles *(sedans, pickup trucks, SUVs, minivans, small vans)* Tolls not charged more than once a day	$9.00	$2.25	$13.50	$3.30
Motorcycles Tolls not charged more than once a day	$4.50	$1.05	$6.75	$1.65
Small trucks *(single-unit, box trucks)* **Charter buses**	$14.40	$3.60	$21.60	$5.40
Large trucks *(multi-unit trucks)* **Tour buses**	$21.60	$5.40	$32.40	$8.10
NYC TLC taxis, green cabs, and black cars	**$0.75 per trip** to, from, within, or through the zone paid by the customer			
NYC TLC high-volume for-hire vehicles	**$1.50 per trip** to, from, within, or through the zone paid by the customer			

- *The peak period is from 5 a.m. to 9 p.m. Monday through Friday, and 9 a.m. to 9 p.m. Saturday and Sunday.*
- *Those who use E-ZPass during the peak period at the four tolled entries to enter the Congestion Relief Zone will receive a crossing credit against the Congestion Relief Zone toll.*

Paying the Congestion Relief Zone toll

E-ZPass is the best way to pay the Congestion Relief Zone toll. Make sure your E-ZPass is up to date. If your vehicle's license plate does not match what's on your E-ZPass account, you'll receive a Tolls by Mail bill, which is both less convenient and more expensive. If you do not have an E-ZPass transponder in your vehicle, tolling equipment will take an image of the vehicle's license plate and a Tolls by Mail bill will be sent to the address of the registered owner on file.

Crossing credits, exemptions, or discounts are available to qualifying vehicles

A credit toward the Congestion Relief Zone toll is available for vehicles using a valid E-ZPass and entering during the peak period via one of the four tolled entries (Lincoln Tunnel, Holland Tunnel, Hugh L. Carey Tunnel, and Queens Midtown Tunnel): up to $3 for passenger vehicles, up to $1.50 for motorcycles, up to $7.20 for small trucks and charter buses, and up to $12 for large trucks and tour buses. No crossing credits will be offered overnight.

A Low-Income Discount Plan and tax credit are available to qualifying drivers. Only certain types of vehicles are exempt from the toll, including qualifying authorized emergency vehicles, qualifying vehicles transporting people with disabilities, and specialized government vehicles. School buses contracted with NYC Department of Education, commuter vans licensed by NYC Taxi and Limousine Commission, and buses providing scheduled commuter services open to the public are also exempt from the Congestion Relief Zone toll.

Learn more

- Visit **mta.info/discounts** for more information about discounts and exemptions.
- Visit **e-zpassny.com** to sign up for an E-ZPass New York account and transponder, or to check the status of your account. If your E-ZPass was issued by another state, check the appropriate state's E-ZPass website.

congestionreliefzone.mta.info

E-ZPass Customer Service Center
800-333-8655

DEPARTMENT FOR TRANSPORT 28 October 2026
https://www.gov.uk/government/publications/rail-infrastructure-costs-review-terms-of-reference/rail-infrastructure-costs-review-terms-of-reference

Rail infrastructure costs review: terms of reference

The government announced in the Northern Growth Strategy its intention to launch an external review into the costs of delivering rail infrastructure in the UK. This was reaffirmed by the Chancellor in his September 2026 speech on growth.

The review seeks to identify the key drivers of cost in the sector and recommend tangible solutions for government and industry to implement.

The 10 Year Infrastructure Strategy highlighted the need to reform institutions and approaches to delivery. The review will build on this, as well as themes identified in previous reports both into the governance and assurance of specific rail schemes (for example, James Stewart) and infrastructure delivery more generally (for example, National Infrastructure Commission), to systematically assess cost drivers in the railway industry.

The review will use examples of best practice, both within the UK and internationally, to inform recommendations.

Leadership and support

The review will be led by Rachel Skinner CBE (the Chair) who has been empowered to produce recommendations they deem necessary to reduce the cost of delivering railways.

The Chair will be supported by a team in the delivery of the review.

The Chair has discretion as to how best to conduct the review, however it will likely include evidence gathering, desktop analysis, roundtables and interviews.

An expert panel will be engaged to allow the Chair to consider the views of those in academia, as well as those with extensive experience in the UK and international rail industries.

Scope

The Chair can consider all relevant factors that are influencing the cost of delivering rail infrastructure in the UK, and the review should consider and build on previous analysis conducted in this area.

However, the review should produce recommendations on key aspects of the design and delivery phases of rail infrastructure projects. This may include the following:

The process for deciding how rail infrastructure projects are initiated.

The specification of the railway, including determining the required speed and capacity, and its integration into the existing network. Ultimately, how value and benefits of the railway are used to inform the scale, scope and design of the project.

The capability of the client side for rail projects, particularly its ability to:

- create an appropriate commercial framework, including how mature designs are before any contracts are entered into
- challenge excess costs or overspecification, including the use of benchmarking that is informed by national and international comparators
- govern the project to ensure prompt and effective delivery
- provide clarity of roles, responsibilities, accountabilities and decision-making throughout the project lifecycle between project sponsors, clients and delivery organisations

The extent to which decisions are taken at the right times such that project scope, requirements, affordability and value for money decisions are taken at a point when there is sufficient design maturity, cost certainty and understanding of risks.

The interaction of national, mayoral and local government, delivery bodies such as GBR and the rail supply chain, including:

- the role of procurement, public control and risk allocation in ensuring every stakeholder is appropriately incentivised to prioritise efficient delivery
- the role of investment pipelines in driving efficiency

- if/how devolution to mayors can be leveraged to support cost effective delivery of rail infrastructure, including its impact on funding stability and the speed of decision making

The wider regulatory environment that directly affects delivery including:

- environmental standards that government and contractors are obliged to meet under the law
- the planning and consenting regime, including nationally significant infrastructure projects (NSIPs), Transport and Works Act orders (TWAOs), and the utilisation of recent reforms (for example, the Planning and Infrastructure Act)
- the application of safety standards in the design phase, and how safety standards are reconciled over time

The role of long-term planning, investment certainty, programme sequencing and stable delivery pipelines in reducing costs, improving productivity and enabling learning, repeatability and continuous improvement across portfolios of rail projects.

The review's recommendations should be evidenced by drawing comparisons between, and learnings from, the delivery of rail projects in the UK, and other infrastructure projects both in the UK and in other major economies. This is to help identify recommendations likely to reduce the design and delivery costs of UK rail projects in future.

The review's recommendations should be ambitious, practical and forward looking, with a view to influencing the delivery of future rail infrastructure schemes.

Delivery

The Major Rail Projects Group Policy and Benefits Director will act as the client for the review. They will be supported by a client panel that will comprise representatives from DfT, HM Treasury (Spending Team and NISTA), Network Rail and DFTO to:

- ensure the Chair has access to evidence necessary to conduct the review
- provide advice on how the review's recommendations could best be implemented

Timing

Once established, the government expects the review to conclude within 6 months.