



Democratic Services

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Transport Committee

Monday, 15 September 2025 - 10.00 am

**CPCA Meeting Room, Pathfinder House, St Mary's Street, Huntingdon
PE29 3TN**

AGENDA

Open to Public and Press

Item	Pages
1. Apologies for Absence To receive any apologies for absence and notifications of substitutions.	
2. Declaration of Interests At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests.	
3. Minutes of the previous meeting To approve the minutes of the meeting held on 8 July 2025 and to note the action log.	5 - 16

- 4. Public Questions** 17 - 20
- Arrangements for asking a public question can be viewed here: [Public Questions - Cambridgeshire and Peterborough Combined Authority](#)
- The deadline for receipt of questions for this meeting is 12 noon on Wednesday, 10 September.
- 5. Forward Plan**
- To note the Combined Authority's [Forward Plan](#) for September.
- 6. Director's Highlight Report** 21 - 26
- To receive an update from the Executive Director on the key activities of the Place and Connectivity Directorate in relation to Transport.
- 7. Bus Network - Real Time Passenger Information System** 27 - 36
- To seek approval on the recommended procurement approach, required partnership agreement between the CPCA and consortium members, and award of contract for the replacement of the existing Real Time Passenger Information System for the CPCA region bus network.
- 8. Franchising Update and Transitional Notice Proposed Changes** 37 - 42
- To update the Transport Committee on the Independent Review into Bus Franchising Implementation.
- 9. Bus Network - Contracted Services and Tiger Pass** 43 - 48
- To update Members and invite discussion on the approach proposed by Officers for assessing 'high cost' contracted bus services.
- 10. A141 & St. Ives Improvement Study - update on progress and public consultation** 49 - 58
- To outline the next steps as the scheme advances into its forthcoming public consultation phase, ensuring continued stakeholder engagement and transparency.
- 11. Ely to Cambridge Corridor Study and response to Department for Transport Project Review** 59 - 64
- To provides an update on the Ely to Cambridge Corridor Study.

12. Connecting Cambridgeshire Digital Connectivity Strategy 2021-25 - Progress Update 65 - 80

To provide an update on the delivery of the Cambridgeshire and Peterborough Digital Connectivity Strategy for the period April 2024 to March 2025, highlighting progress against its objectives.

13. Budget and Performance Report 81 - 84

To provide an update of the financial position for 2025/26 and to provide analysis against the 2025/26 budgets, up to the period ending June 2025.

14. Work Programme 85 - 92

To note the Committee's Work Programme.

15. Date of Next Meeting

17 November 2025

16. Greater Cambridge Transport Strategy (GCTS) Update

To provide an update on the development of the Greater Cambridge Transport Strategy (GCTS), a sub-strategy of the overarching Local Transport and Connectivity Plan (LTCP).

The Transport Committee comprises the following members:

C Boden (Chair), K Thornburrow, A Beckett, A Sharp, C Seaton, S Wakeford, P McDonald, A Ellis and R Stephens

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Transport Committee

Draft Minutes

Tuesday 8 July 2025

Venue:	CPCA Meeting Room, Pathfinder House, St. Mary's Street, Huntingdon	
Time:	10.00am	
Present:	Councillor Chris Boden Councillor Alan Sharp Councillor Angus Ellis Councillor Alex Beckett Councillor Sam Wakeford Councillor Chris Seaton Councillor Peter McDonald Councillor Katie Thornburrow Councillor Jon Neish	Chair East Cambridgeshire District Council Peterborough City Council Cambridgeshire County Council Huntingdonshire District Council Fenland District Council South Cambridgeshire District Council Cambridge City Council Overview and Scrutiny Transport Rapporteur
Apologies	Ms Rebecca Stephens	Business Panel Representative

Minutes:

1.	Apologies for Absence
1.2	Apologies were received from Rebecca Stephens, Business Panel Representative. Cllr Sharp had also notified the Chair and officers that he would be joining the meeting late.
2.	Declarations of Interest
2.1	Cllr Thornburrow declared an interest as she had previously been a member of the Overview and Scrutiny Committee working group that had put forward a recommendation at item 7 on the agenda. She also declared her role on the East-West Main Line Partnership Board, representing Cambridge City, which was relevant to the Transport Strategy Update at item 12 on the agenda.
2.2	Cllr Seaton declared non-pecuniary interests as Chair of the Hereward Community Rail Partnership and as a trustee of FACT Community Transport.
2.3	The Chair, Cllr Boden, declared that he too was a trustee of FACT.
3.	Election of Vice-Chair
3.1	RESOLVED: On being proposed by the Chair and seconded by Cllr McDonald, Cllr Alex Beckett was unanimously elected as Vice-Chair of the Committee.
4.	Minutes of the Previous Meeting and Action Log
4.1	The outstanding item on the Action Log from the 4 November 2024 meeting related to a document which was due to be circulated shortly.

4.2	Responding to a Member's query, officers confirmed that the Greater Cambridge Transport Strategy was now scheduled to appear on the Forward Plan for September 2025, and a brief update on the strategy was included in the current meeting papers.
4.3	The minutes of the meeting held on 5 March 2025 were approved as an accurate record.
4.4	The Action Log was noted by the Committee.
5.	Public Questions
5.1	Six public questions had been received. These had been circulated to the Committee prior to the meeting and were published as part of the meeting documents. Please see here: Public Questions
5.2	Present at the meeting were Lynda Warth, County Access & Bridleways Officer – Cambridgeshire British Horse Society (Question 2), Sarah Hughes Campaign Officer, on behalf of the Cambridgeshire Sustainable Travel Alliance (Question 5) and Anna Williams, Head of Campaigns and Engagement, CamCycle (Question 6). The Governance Manager read out the remaining questions on behalf of those who were not present. Questions were taken in the order they were submitted, and the Chair gave a verbal response, inviting officers to also respond. A full written response to all questions would be published on the website after the meeting.
5.3	Supplementary questions and comments were as follows: <u>Q5:</u> Sarah Hughes asked what publicity efforts were underway to ensure wider public awareness and uptake of the Tiger passes, particularly on the Tiger 1 route. Officers confirmed that a communications plan which included placement of posters and timetables at relevant locations, branding of remaining Tiger route buses, as well as a social media plan, had been implemented to ensure comprehensive coverage and visibility. <u>Q6:</u> Anna Williams asked for further clarification on the timing and scope of public engagement activities, specifically in relation to community strategies and cycling strategies. Officers confirmed that a number of consultations were planned but to avoid overloading the public with overlapping consultations, particularly on transport-related matters, future engagement would be planned in a staggered manner. Precise dates for formal consultation would be set and communicated in due course.
6.	Combined Authority Forward Plan
6.1	<u>RESOLVED</u> A. That the Combined Authority Forward Plan be noted.
7.	Recommendations from the Overview and Scrutiny Committee
7.1	Cllr Neish, Overview and Scrutiny Committee Transport Rapporteur, introduced the item which sought endorsement from the Transport Committee for the recommendations put forward by the Overview and Scrutiny Committee to instruct officers to look to bid for further capital to allow more work to be done around innovated digital real time passenger information (RTPI) being made available.
7.2	During discussion the following points were noted: a) Members welcomed the recommendation, noting its alignment with concerns raised during the public questions session regarding publicity and communication. Cllr Neish and the working group were thanked for their work. b) Members emphasised the importance of RTPI screens and having reliable information available for users in both rural and urban areas. Collaboration with the Greater Cambridge Partnership (GCP), which was developing a Mobility as a Service (MaaS) system and totems that could offer similar RTPI features, was encouraged as well as exploration of how RTPI could be better integrated with park and ride sites.

	c) Support was voiced for the idea of expanding digitalised RTPI at bus stops and using these platforms for broader public messaging from the Combined Authority. d) The Combined Authority was responsible for managing the Real-Time Information (RTPI) System for the region, with the contract currently delivered through a consortium arrangement. e) The Authority was exploring alternative models, including enabling businesses and third parties to display RTI through a shared data feed, and had also engaged with GCP regarding their MaaS and totem initiatives, exploring potential synergies for future contracts. f) Officers confirmed that a report outlining the future RTPI strategy would be brought to committee in September RESOLVED: On being proposed by Cllr Thornburrow and seconded by Cllr Seaton, it was unanimously agreed to: A. Endorse the recommendation from the Overview and Scrutiny Committee, and to instruct officers to look to bid for further capital to allow more work to be done around innovated digital real time information being made available.
8.	Director's Highlight Report
8.1	The Executive Director, Place and Connectivity introduced the report which provided the Committee with a general update on the key activities of the Place and Connectivity Directorate in relation to Transport and Infrastructure, which were not covered in other reports to this meeting.
8.2	During discussion, the following points were noted: a) Members welcomed the update on the Wisbech to March rail link but requested clarification on a potential timeline for delivery. While an exact timeline was not yet available, the Combined Authority was actively assessing how best to progress the scheme in conjunction with other economic development opportunities and was also exploring potential to leverage funding through the Strategic Place Partnership with Homes England. A formal timeline would be shared once available, and an update would be brought to the Committee in September. b) In response to members' queries on the strategic rationale and evidence base for pursuing such interventions as free parking, the Executive Director explained that the Combined Authority was working with local authorities to explore whether free parking could support town centre revitalisation and economic development. Discussions were ongoing to consider the financial implications. The Assistant Director Finance confirmed that overall local authority parking revenue across the area exceeded £12 million, so any scheme would need to be targeted and nuanced, rather than universally applied. Considerations might include specific days, times, or locations to ensure viability and effectiveness. c) Digital Connectivity Funding only extended until this 2025-26 financial year. A report would be presented to the Committee in September providing an update on progress to date, which would inform both the corporate planning and medium-term financial planning processes. This report would offer an opportunity for members to provide feedback for consideration by the Board to help determine future funding scale and availability. d) The issue of improved regional transport links in connection with the proposed Fens reservoir and visitor destination project was raised. Cllr Boden noted that most construction material would be sourced from the reservoir site itself, thus limiting external transport impacts, however, there would still be a significant local effect. Officers confirmed the Mayor's prioritisation of the Fenland Reservoir project and highlighted ongoing meetings with Anglian Water and Water Resources East regarding water scarcity, flood management, and construction logistics. e) Members urged for the inclusion of rural cycle lanes in active travel strategies, particularly routes supporting school and community access into town centres f) It was noted that free parking should be linked to economic growth and visitor numbers, not as an end in itself and that other sustainable transport options should be integrated to avoid exacerbating congestion or undermining climate goals. Members further argued for consideration of parking provision for deliveries and logistics especially in areas like Cambridge where local business operations depended on efficient goods movement. g) The long-term frustrations about the lack of progress with the A47 upgrades was acknowledged by the Chair who supported the view of Members that significant economic development opportunities could be unlocked with infrastructure investment in the corridor. RESOLVED A. To note the contents of the report.

9.	Bus Network Update
9.1	The Assistant Director- Public Transport introduced the report which set out options and proposals for a phased introduction of a new, permanent Tiger Pass. An update was also provided in respect of the cost per passenger of the supported bus services across the region as well as the additional bus services funded using the Mayoral precept.
9.2	During discussion, the following points were noted: a) Members requested further details on the scope and cost of the independent review and raised concerns about potential delays. b) The Executive Director confirmed that the review focused specifically on implementation pathways, not on whether franchising would proceed, and cited the legal framework under the 2017 Bus Services Act that governed the process. The review was to explore options for implementation in light of updated assumptions, particularly noting that the Mayor had committed not to raise the bus precept during his term—a key change from the assumptions underpinning the original business case and the February decision. c) The Review was required to reassess the financial model within this new context, including issues such as franchising structure, depot strategy, network viability, and integration with other modes of transport including rail and potential light rail developments. d) The Review would be funded from the existing implementation planning budget, and the procurement process was expected to take three months. An independent chair with extensive relevant expertise would be appointed to lead the review and the full cost would be reported to the Committee once the procurement was completed. e) Members were assured by the Chair that the decision to franchise would not be reopened by the Review. f) An officer-level Programme Board, chaired by the Executive Director for Place and Connectivity, had been established to oversee delivery via eight workstreams. Officers committed to aligning the new review with this structure and prioritising stakeholder engagement, learning from prior consultations. g) The Chair reaffirmed the political commitment to proceed swiftly and robustly. h) As the Mayor has ruled out increasing the precept during his current term, officers were working under the assumption of a static funding level from Council Tax. i) The Chair raised whether the Authority’s current approach to subsidies was effective, questioning if funding should be reallocated to better-used routes. j) Members stressed the authority’s role in supporting essential, less profitable routes, such as those needed for commuting, school access, or healthcare, and ensuring that community needs were met beyond profitability k) New services took time to become established with people’s decisions to use public transport often based on long-term expectations. This highlighted the need to look beyond the tables and examine the narratives and contextual factors behind the data. There followed a discussion around the limitations of current data, particularly regarding concessionary fares and low absolute numbers of passengers that could skew results. l) The colour codes shown in the appendix were intended solely to reflect change over time in cost per passenger and passenger trend. m) Members called for more granular data, including rider demographics, travel reasons, and seasonal patterns. Officers added that efforts were underway to integrate broader social value metrics into the analysis, and that the team was committed to improving this area. n) There was consensus from the Committee on the need for deeper analysis beyond cost data, including the role of Demand Responsive Transport (DRT), and the further exploration of alternative metrics. o) Serious reservations were expressed by Members about the potential removal of cross-boundary areas from 1 September without proper consultation, especially given the potential impact on educational choices and access, for what was estimated to be a financial difference of approximately £200,000. (An assumption had been made of a 10% reduction in usage if cross-boundary travel (e.g., to Norfolk, Suffolk, Hertfordshire, and Bedfordshire were removed.) p) Members suggested discussions with neighbouring authorities and proposed options like split-ticketing at a nominal cost to facilitate continued access. Officers noted that any changes would require revisiting negotiation frameworks and reimbursement methodologies whilst also ensuring that simplicity for passengers remained a guiding principle.

- q) Recommendation C (a) involved both the removal of cross-border journey coverage and the early removal of the local fare cap, thereby linking fare cap savings to the continuation of the Tiger Pass. Members questioned whether all creative funding options had been sufficiently explored beyond Transport Reserves as there were interrelated benefits of both the fare cap and the Tiger Pass—especially for educational access and local business support—and argued that broader cost-value analysis was missing from the paper.
- r) Officers confirmed that only bus-related budgets had been considered due to time constraints, with limited opportunity for re-examination before September.
- s) Any additional expenditure required to sustain these schemes for the remainder of the year would need to be financed from existing budgets. It was noted that the current budget, which had been inherited, did not provide for a full year of funding for either the Tiger Pass or the cap. The Tiger Pass was expected to run out of funding by November, and the cap was financed only until 31st December.
- t) It was made clear that unless conscious decisions were taken to reallocate funding from other areas within the revenue account, both schemes would lapse as scheduled. The Committee acknowledged that identifying £1.4 million to extend the schemes would likely necessitate cutting other significant revenue commitments, many of which were contractual in nature, but queried whether the Authority had fully explored all possible funding avenues across the Combined Authority's remit, beyond transport.
- u) While all members valued the Tiger Pass—citing the 1.8 million journeys recorded—concern was voiced by some members on the lack of clarity in the compliance details attached to recommendation A. Members questioned whether compliance concerns were substantive or arbitrary, and whether similar revenue options considered for free parking might be explored for the Tiger Pass. There was frustration that political priorities might be determining funding choices, rather than transparent constraints.
- v) Due to the Committee's voting requirements, support from both Peterborough City Council and Cambridgeshire County Council was essential for the recommendation to pass. The Cambridgeshire County Council member confirmed that, due to insufficient information, the Council could not support recommendation A at this stage, although it remained open to reconsidering pending further clarity.
- w) The Chair proposed amending the recommendations by removing recommendation A entirely and revising recommendation C to support extending the Tiger Pass while seeking alternative funding sources. The meeting was adjourned briefly to finalise this proposal.
- x) On returning from the adjournment the amended recommendations were proposed by the Chair, seconded by Cllr Ellis, and passed unanimously.
- y) During discussion of Recommendation B, it was clarified that it referred to high-level strategic objectives as stated in para 2.2 of the report. Recommendation D, by contrast, concerned the operational detail of how these objectives might be implemented.
- z) There were concerns expressed about the proposed shift from age-based to education-based eligibility as Members felt that there was a need for a more inclusive approach that considered the wider implications for young people, particularly those not in formal education. The definition of an 'education-based approach' was also unclear. It was stressed that transport access should not be restricted based on narrow definitions of formal education and warned that such restrictions could disproportionately affect the most vulnerable young people.
- aa) The Chair reiterated that recommendation B concerned strategic direction only, and not specific implementation details. After further discussion it was proposed to formally recommend a strategic objective based on sustainability and an amendment to Recommendation B reflecting this was proposed by the Chair. Cllr Katie Thornburrow seconded the proposal, and the recommendation was passed unanimously by the Committee.
- bb) Final Comments were invited on recommendations D, E and F.
- cc) It was suggested that, if most users were under 23, eligibility could be age-based rather than linked solely to education or employment.
- dd) Referencing earlier discussions about bus services, concerns about data limitations were made and clarification sought on whether more complex benchmarks could be incorporated within the given timescales. The Executive Director noted the challenge and confirmed that officers were continuing to develop proposals within existing contracts and budget constraints, particularly regarding routes 31 and 9. She explained that officers had not been authorised by the Board at its 4 June meeting to proceed with procurement, and therefore any ongoing work remained limited.
- ee) The CA Board was urged to engage directly with young people and students to ensure future strategy reflected their needs.

	RESOLVED (Unanimous) A. ~~To recommend to the Combined Authority Board to approve the revision of the local bus fare cap scheme and give delegated authority for the Executive Director of Place and Connectivity to ensure the Combined Authority ceases the local bus fare cap with bus operators from 1 September 2025.~~ B. To recommend to the Combined Authority Board to approve the strategic objective of a more sustainable, long term public subsidy for the ~~a~~ new, permanent Tiger Pass set out in 2.2. C. To recommend to the Combined Authority Board: a) to approve the proposal as set out in section 2.1 for the extension of the temporary Tiger Pass scheme ~~with the removal of cross boundary journeys to 31 March 2026,~~ with further consideration to be given to funding. ~~funded by a virement of £1.4m from the Local Fare Cap budget, subject to the approval of recommendation A, and a drawdown of c£0.3m from the Passenger Transport Operational Reserve.~~ b) to give delegated authority for the Executive Director of Place and Connectivity to ensure the Combined Authority implement the proposals from 1 September 2025 to 31 March 2026. D. To note the three options for the permanent Tiger pass scheme (post March 2026) for feedback and discussion to inform further development work for proposals to be presented in the autumn aligned to the Medium-Term Financial Plan from 2026/27 to 2029/30.
	The Chair agreed that Item 11 be heard before item 10 as Cllr McDonald, whose ward was affected by this study, needed to leave by 1.15pm.
10.	Local Electric Vehicles Infrastructure (LEVI) Update (heard as item 11)
10.1	The Acting Transport Strategy and Policy Manager introduced the report which provided an update on the ongoing work to develop and deliver Electric Vehicle (EV) and Charging Infrastructure across Cambridgeshire and Peterborough, as part of the region's participation in the Local Electric Vehicle Infrastructure (LEVI) Fund.
10.2	During discussion, the following points were noted: a) Members expressed support for the initiative particularly its value in meeting public expectations around sustainable transport and local accountability and requested regular updates on progress as the programme advanced. RESOLVED: A. To take note of the progress on Electric Vehicles (EVs) and Local Electric Vehicle Infrastructure (LEVI).
11.	Ely to Cambridge Corridor Study (heard as item 10)
11.1	The Transport Programme Manager introduced the report which provided an update on the progress of the Ely to Cambridge Corridor Study, alongside the recently completed Strategic Gateway Review. These updates follow previous briefings presented to the Transport and Infrastructure Committee in November 2024 and March 2025.
11.2	During discussion the following points were raised: a) Concerns were raised about the Mayor's views on road dualling, with assurance being sought that the process remained open to evaluating multiple options based on evidence, and that no conclusions had been reached ahead of proper analysis. Officers stated that the transport team together with colleagues from Cambridgeshire County Council, were building a robust business case and confirmed that a long-list and short-list appraisal process was being followed in line with Department for Transport (DfT) business case requirements, and that engagement on options was ongoing as required. b) Members reflected on the challenge of progressing large-scale infrastructure projects under current DfT priorities, which now leaned towards smaller-scale, growth-focused intervention, as ultimately, they may be unviable due to a lack of government support or funding. It was noted however that while current funding priorities may be limited, government policy could change over time and therefore major schemes should not be discounted purely on the basis of current circumstances.

- c) Councillor McDonald expressed confidence in the ability of officers to develop contingency plans that could proceed regardless of central government funding availability. He also raised a specific local concern about the bottleneck at Foxton on the A10 and asked that it remain under consideration.
- d) The next update to the Committee was anticipated for September 2025 and would include an assessment of technical evidence against identified problem statements, with evaluations mapped against national and local strategies and policies.
- e) Officers reassured members that the issue of the new Waterbeach Station and its potential impact would be explored, including demand modelling and accessibility, as part of a broader package of interventions.

RESOLVED:

A. To note the progress on the Ely to Cambridge Corridor Study.

12. Transport Strategy Update

10.1 The Acting Transport Strategy and Policy Manager introduced the report which provided an update on the continued progress in developing the suite of sub-strategies that sat under the Local Transport and Connectivity Plan (LTCP). These sub-strategies would play a key role in translating the vision into actionable, place-specific, and mode-specific policies, guiding investment and decision-making across the region's transport network.

10.2 During discussion the following points were noted:

- a) The Chair reiterated the importance of having the vision and objectives for the Greater Cambridge Transport Strategies included in the Forward Plan by September.
- b) Noting several recent fatalities involving young motorcyclists, the importance of Vision Zero and the need for a range of interventions, including revised speed limits, road markings, and other local measures, was emphasised by Members who felt that significant collective action could improve safety outcomes.
- c) In respect of the Greater Cambridge Transport Strategy, officers confirmed that a workshop had been arranged for 17 July to plan forthcoming consultation and engagement activities. In addition, East Cambridgeshire now had representation on the Greater Cambridge Partnership (GCP) Board.
- d) Officers reinforced the need for a better understanding of which safety interventions offered the greatest value for money and stated that lessons from different contexts—global, urban, and rural—should inform future strategies. Small interventions such as signage, lining, and minor infrastructure changes could yield significant benefits, including contributing to step changes in safety performance.
- e) The role of rail in regional mobility, and the need for future strategies to link stations effectively and integrate Cambridge South and other potential new stations, was highlighted.
- f) Members advocated for including organisations such as Rail Future East Anglia in stakeholder engagement for the rail strategy and recommended consideration of improvements to the rail line between Cambridge and Newmarket, particularly in light of boundary proximity and the potential for increased services between Peterborough and Cambridge. The Chair welcomed this suggestion, and the Assistant Director Transport confirmed that officers were working with Network Rail and the Office of Rail and Road on current and future capacity, timetabling, and new station proposals. There had been a meeting with Network Rail earlier that week and updates would be provided in due course.
- g) There were two on-going pieces of work on the Fen Roads; a county-led trial focused on a Fen roads maintenance review, and a complementary economic study examining the broader impact of deteriorating infrastructure. The findings of these would support a case to Government for targeted investment.

RESOLVED

A. To note the progress on transport strategy workstreams.

ACTION

1. Rail Future East Anglia to be included in any stakeholder engagement for the Rail Strategy.

13.	A141- Consultation Update
13.1	The Transport Programme Manager introduced the report which provided an update on the progress of the A141 project to date and outlined the next steps as the scheme moved into its next public consultation phase.
13.2	During discussion the following points were noted: a) Members sought reassurance that the inclusion of the dualling ambition would not impact the delivery of the preferred option or delay the Outline Business Case, which the paper indicated was targeted for completion by winter 2025. b) The Executive Director confirmed that while the Mayor's long-term ambitions for road improvement were acknowledged and would inform the consideration of future options, the current scheme was proceeding to the timescales previously set out. The scheme was being advanced with pace in order to reach the necessary business case stage to attract funding. Discussions with Homes England were also ongoing to explore opportunities for investment. Members were reassured that significant work was underway to progress the scheme in a manner aligned with both the needs of Huntingdonshire and potential future growth, while remaining mindful of the Mayor's broader ambitions. c) Comments were made on the slow historical pace of the scheme's development, but the recent momentum was welcomed. d) Officers emphasised that flexibility remained within the scheme to incorporate future enhancements where appropriate and Members reiterated the value of retaining future development options while maintaining progress on the current plan. <u>RESOLVED:</u> A. To note the update on A141 & St. Ives Improvement Study project progress including the next stage of public consultation exercise.
14.	Budget and Performance Report
14.1	The Assistant Director Finance introduced the report which provided the outturn position for 2024/25 against the 2024/25 budgets.
14.2	During discussion the following points were noted: a) The Assistant Director confirmed that no major changes to the Transport budget were currently anticipated in-year. While funding remained subject to central government decisions, the Combined Authority had secured key revenue allocations for 2024–25, including the Bus Service Improvement Plan Plus (BSIP+) grant and funding for Peterborough Station Quarter. b) Members were advised that a recent multi-year spending review had been undertaken by government who were still working through the implications for local government allocations. The CA region had not been looked upon favourably, including the notable absence of funding for the Ely Area Capacity Enhancement, but a multi-year capital settlement from the Department for Transport (DfT) was expected, and whilst officers were still awaiting further details on this, this would add to capital funds. c) A key area of uncertainty remained on the revenue side, particularly regarding the continuation of BSIP+ funding, as it was noted that the £3+ million supporting the £2 fare cap was only confirmed for the current year. <u>RESOLVED:</u> A. To note the outturn financial position of the Transport Division for the Financial Year 24/25 and Board approved carry forwards.
15.	Work Programme
13.1	No questions or comments on the Work programme were raised by Members
13.2	<u>RESOLVED:</u> A. That the Transport Committee Work Programme be noted.

16	Date of Next Meeting
16.1	15 September 2025

Meeting Ended: 1.33pm

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Transport Committee Action Log 2025-26

The action log records actions recorded in the minutes of Transport Committee meetings and provides an update on officer response.

Minutes of the meeting on 8 July 2025						
Item	Report Title	Lead Officer	Action	Response	Completion Target Date	Status
9.	Transport Strategy	Emma White	1. Rail Future East Anglia to be included in any stakeholder engagement for the Rail Strategy	Engaged with Rail Future East Anglia and will continue as work progresses	September 2025	Closed

Carried forward from 2024-25 municipal year:

Minutes of the meeting on 5 March 2025						
Item	Report Title	Lead Officer	Action	Response	Completion Target Date	Status
9.	Local Transport and Connectivity Plan (LTCP) Sub-Strategies and Monitoring and Evaluation Update	Emma White	2. Officers to conduct a market assessment for KPI data collection costs and schedule a follow-up workshop for members. 3. Officers to present a report at the next committee meeting outlining the integration of transport strategies. 4. Health, safety, and digital connectivity KPIs to be appended to LTCP reports alongside transport performance indicators. 5. Officers to provide further details on how rural transport impacts will be assessed and incorporated into strategy implementation.	An update on the progress (performance) is provided within the LTCP and Devolution papers for the July 2025 TC meeting	September 2025	Closed

Minutes of the meeting on 4 November 2024						
Item	Report Title	Lead Officer	Action	Response	Completion Target Date	Status
12.	Infrastructure Delivery Framework	Judith Barker	1. Officers to provide an update on the status of flood alleviation schemes	The Cambridgeshire and Peterborough Flood and Water Partnership met Dec 2024 to consider the progress of actions	March 2025 Circulated to members	Completed

				listed in the Cambridgeshire Flood Risk Management Strategy. Once finalised at the Partnership meeting the progress report will be circulated to Members.		
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Transport Committee

15 September 2025

Title: Public Questions

Question 1 – from Anthony Carpen,

Question:

Please could the CPCA make a statement on what it intends to do about the lack of docking stations for VOI E-scooters both in city centre locations and in residential areas. Repeated calls to get them installed have resulted in little action, and they pose a risk to local residents who are blind/partially sighted as the RNIB has repeatedly stated.

Response:

The Mayor regards the careless and inconsiderate parking of e-bikes and e-scooters as being a significant, national problem, often presenting a hazard to pedestrians, particularly those who are blind or partially sighted. Although docking stations and assigned parking areas help to reduce this problem, the issue remains the behaviour of users.

The Combined Authority meets with Voi and Cambridgeshire Highways every two weeks to review new parking locations. Our priority is to increase parking hubs in areas where demand is highest including the city centre and residential areas, while also ensuring that spaces are safe and convenient for everyone. This means providing sufficient availability for e-bike and e-scooter users, while making sure pedestrians, businesses, and residents are not affected. Hubs can only be introduced where the footway is wide enough to comfortably accommodate them and still leave space for others. We encourage residents with concerns about specific locations to contact the Combined Authority Strategic Transport team, so they can be investigated with Voi.

In addition, an Accessibility Group is in the process of being established to build on the work of the Active Travel Design Review Panel and Advisory Board, to ensure that the needs and concerns of people with a wide range of disabilities, including those who are blind or physically disabled, are fully understood and embedded into our work. It is hoped that the group will provide a forum for listening, co-design, and constructive challenge, helping to shape policies and projects so they deliver inclusive outcomes from the outset. As part of this, we are engaging with Policy Connect on their Accessibility Charter to align with its principles and commitments, while also learning from best practice across the sector.

We have also worked with local organisations, through Voi, to make use of private land in high-demand areas. A notable example is the partnership with Cambridge University, which has enabled the provision of large, well-placed parking areas on their sites.

Fleet tidiness is a key focus. The Combined Authority and Voi closely monitor performance through KPIs, and users are required to upload a photo of their parked e-bike or e-scooter at the end of each ride. This encourages responsible parking. Where issues arise, Voi is required to take swift action by collecting or tidying vehicles to keep hubs orderly.

Question 2– from Sarah Hughes, Cambridgeshire Sustainable Travel Alliance

Question:

We were delighted to read in the report for Item 9 that the Mayor considers bus services a fundamental part of his ambition to “Get Cambridgeshire and Peterborough moving”. The paper for item 9 also states that “A strong bus network is central to...enabling balanced growth, improved social mobility, and more efficient travel.” We couldn’t agree more and it is excellent to see this acknowledgement of the central role of buses in a modern integrated public transport network.

Our question relates to item 8 ‘Franchising Update and Transitional Notice Proposed Changes’. The Travel Alliance expressed strong support for bus franchising in its response to the bus franchising consultation. Our consultation response stated that, of the two options that were consulted on, only franchising will give the Combined Authority the control it requires over both bus services and how public funds can be invested in buses to bring about the expanded, attractive, high-quality bus network our communities need. Franchising will bring an end to sudden bus cuts, enable the creation of a new and better bus network for Cambridgeshire and Peterborough, raise bus operator standards and make buses answerable to local people (since our elected Mayor will be responsible for the bus network). Our views were widely shared: 63% of respondents to the bus franchising consultation supported bus franchising. We note that since the consultation concluded, the Combined Authority has had to react to yet more service cuts by bus operators.

The outline timescale for franchising included in the bus franchising consultation document suggested that the first franchise contracts would be awarded in the period March to April 2026, however the recommendations from the independent review will not be reported until early next year.

Can the Chair outline how the Independent Review of Bus Franchising will benefit the region’s bus passengers?

Response:

The Independent Review into Bus Franchising Implementation Pathways will benefit passengers by helping to deliver a more reliable, affordable, and integrated bus network. The Mayor wants to avoid the borrowing and tax rises assumed by the previous consultation. The Independent Review will ensure that services are financially sustainable by assessing viable implementation pathways, revenue risks, and long-term costs.

The review will also support smarter network design and strategic planning, improving service quality and accessibility. By future-proofing transport integration and ensuring legal and financial due diligence, the review aims to secure a stable and resilient public transport system for years to come.

The Mayor will take the time required to allow the review and make this transformational opportunity a success. CPCA will consider the outcomes and recommendations from the review in early 2026 to inform the implementation pathways and the new timescales associated with those pathways.

In the interim, the CPCA is working with current, commercial bus operators to bring more stability to the network, while recognising the challenges involved.

Question 3– from Jenny Gawthrop Wood, Cambridge City Councillor and Larysa Sammal, Resident

Question:

*In King’s Hedges, we have 10 or so students, all just eleven, who have been allocated to Northstowe School. This means an hour journey time each way by bus and foot. This isn’t acceptable. The students go right past the school, travel a few more minutes to the bus stop at the Longstanton/Northstowe Park and Ride, and then have a 20 to 40 minute walk (for an 11 year old) back again. **What will you do?***

Background:

North Cambridge and especially King’s Hedges have a number, some 10 or so children – eleven-year-olds – just starting at Northstowe secondary school. This school was not their first or even any choice, for residents

in King's Hedges and elsewhere in Cambridge as the travel time and distance is so difficult - particularly for my residents who rely on public transport and whose parents are working in low paid jobs and cannot take time off.

Northstowe School is way outside the King's Hedges school catchment area or the Milton/ IVC catchment. We have major concerns about the length of the journey which means at the least a ten to twenty minute walk to the bus stops on King's Hedges Road and then a journey on the guided bus (20 minutes; A, B or T1) to Longstanton Park and Ride and a realistically a further walk up to 40 to 45 minutes for a child walking back to the School. An adult might do it in 20 minutes, but not a child in rain or heat. These children are only eleven. We are approaching Autumn. The route will become dark and may well be wet, muddy and unsafe. Some of the children are not confident or very definitely vulnerable having experienced incidents (criminal or sexual) while walking in a similar situation. They will not have a reliable group of friends or older family members to accompany them normally. It currently takes a parent 3 hours to go to and from the school to collect children with the consequent bus costs and loss of income for parents. Some parents are already accompanying children to other schools – including children with special needs. One parent is even considering putting a bike at the Longstanton Park and Ride, but there is no guarantee the bike will still be there at the beginning and end of the day. At twice a day, these parents cannot afford taxis even jointly (£24-29 each way). The current travel time is exhausting for these children who are then unable to take part in extra-curricular activities in King's Hedges, Cambridge or Northstowe.

We also have concerns about reliability and frequency of the bus service and, given these only are children, how quickly they can walk and how often they will be late arriving for school or miss the bus home.

But our key request, on behalf of all the affected parents and children, is that a bus stop is put outside the Northstowe Education (school) Campus and that buses are routed so that the Cambridge – Northstowe buses stop directly by the schools. We needed this yesterday as soon as the school opened. Parents cannot wait till the civic centre is completed for the guided bus to be rerouted or for a new bus service. I understand Councillor Anna Price has asked for a review of the bus service and stops.

Response:

We recognise the urgent need to examine options for improving this situation. CPCA Officers are talking with colleagues in Cambridgeshire County Council to understand more about how these students have been placed and their entitlement to transport, as well as trying to set up a meeting with the school to assess key movements and times. This will inform discussions with bus operators about a new stop.

There is a wider need for closer collaboration and integration of services. CPCA wants to work closely with Cambridgeshire County Council, Peterborough City Council and other education providers over this coming year to get better outcomes.

Education providers and education teams need to share more information, earlier, with the CPCA and commercial bus operators. This allows potential solutions to be identified and, at minimum, time to provide more effective communications for parents and students.

Allowing students to travel to school, college or for other education purposes on the bus network is vitally important. Where this is not achievable in the short term, we need to ensure that schools and colleges continue to provide options for students.

Question 4 – Anna Williams, CamCycle

Question:

Camcycle welcomes the latest updates to this meeting on both the Greater Cambridge Transport Strategy and the A141 & St Ives Improvement Study.

We note that both projects aim to improve public health through better connectivity and more active journeys: much of this will be achieved through the improvement of local cycling networks which are already making a big difference to individuals' health and wellbeing. For example, according to the Combined Authority's State of the Region report published this month, inactivity levels in Cambridge, where nearly half of residents cycle at least once a week, are only 10.8%, less than half the UK average.

However, cycling is not just about health. The Greater Cambridge Transport Strategy report highlights the government's requirement for the Combined Authority to "improve transport to make connectivity, including commuting, more efficient, affordable and effective" and to enable development of sites across the region including for housing. The successful integration of active travel routes into Waterbeach New Town is enabling a faster build-out at that site, and a bridge providing vital connections to employment sites across the A10 and beyond was lifted in earlier this month. What's more, installing better active travel infrastructure is one of the best value transport interventions this authority could make: DfT calculations for different cycling and walking schemes across the UK show returns of between £4 to £19 for every pound spent. Camcycle would like to ensure that cycling has a place at the heart of both the Combined Authority projects, embedded in our regional transport strategies and local delivery schemes.

We'd like to ask the Transport Committee today about the timelines for autumn engagement: when and how will the Combined Authority meet with key stakeholders on the Greater Cambridge Transport Strategy (and will that include groups like Camcycle?) and when exactly will the second consultation for A141/St Ives focusing on the hybrid package take place?

Response:

The Combined Authority understands and values the importance of engagement and consultation as we take forward our transport programmes, including on active travel issues.

In relation to the Greater Cambridge Transport Strategy, we are currently undertaking stakeholder mapping and preparing a communications plan to guide the engagement process. There will be opportunities for Camcycle and others to provide their views. When this plan is finalised, we will be able to share timelines.

For the A141 / St Ives scheme, the second consultation – focusing on the hybrid package – is scheduled to run from Wednesday 8th October to Wednesday 19th November. This will provide stakeholders and the public with an opportunity to give their views on the preferred approach and help shape the next stages of the project.

Transport Committee

15 September 2025

Title:	Director's Highlight Report: September 2025
Report of:	Judith Barker, Executive Director – Place and Connectivity
Lead Member:	TBC
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:

A	Note the content of this report.
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving good growth
x	Increased connectivity
x	Enabling resilient communities

1. Purpose

1.1	This report provides a general update on the key activities of the Place and Connectivity Directorate in relation to Transport, which are not covered in other reports to this meeting. It also provides information on some key developments, risks and opportunities that have emerged.
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2. Recent and Forthcoming Events

2.1	Recent mayoral engagements have focused on strengthening strategic partnerships and exploring opportunities to enhance the region's transport and connectivity. London Stansted Airport – the Mayor visited London Stansted Airport to review its growth potential and the wider opportunities this presents for the region. The Assistant Director for Transport will also be attending the Stansted Transport Forum on 5 November alongside partners, to ensure the Combined Authority has a clear understanding of future capacity and the scope for further integration with regional transport networks.
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	• Active Travel England – the Mayor is due to meet with Chris Boardman, National Commissioner for Active Travel England on 16 September, to highlight the region’s commitment to promoting active travel. The Mayor has expressed pride in the progress being made and the effective use of the funding being associated with a 3 Rating Line. Discussions with Chris Boardman will focus on how best to unlock further strategic improvements that will support walking, cycling, and wheeling across the region. • Mobile Digital Connectivity – in recognition of the importance of digital infrastructure to economic growth and quality of life, the Mayor is exploring the potential for convening a Mobile Phone Summit. This would bring operators together to examine how they can assist in reducing, and ultimately removing, mobile phone “not spots” across the region, ensuring that communities and businesses benefit from reliable connectivity.
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3. Combined Authority Activity Updates

3.1	Major Road Network and Large Local Majors Programme The Department for Transport (DfT) has launched a review of the Major Road Network (MRN) and Large Local Majors (LLM) programme. This review applies to schemes that have not yet reached Outline Business Case (OBC) approval stage, or where there are other outstanding issues. The A10 Ely to Cambridge Corridor and the A1139 project fall within the scope of this review. The Combined Authority has been asked to complete an online survey and to provide relevant supporting evidence by the closing date of 12 September 2025. Following this initial submission, each Local Authority will have the opportunity to discuss their responses and submit additional information. In preparing the Combined Authority’s response, officers are working closely with Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) to ensure that the information provided is accurate, comprehensive, and submitted in a timely manner. This collaborative approach is intended to ensure a positive and consistent response. The DfT will then assess the schemes against the review criteria, including affordability, deliverability, strategic fit, alignment with government missions, and value for money. Ministers will then consider this evidence before making decisions on which schemes may proceed, and which will need to be cancelled.
3.2	English Devolution White Paper In December 2024, the Government published its English Devolution White Paper outlining plans to further devolution in England. An overview of the plans set out in the white paper are available in the 19 March 2025 report to Combined Authority Board. Since December, the Government has consulted and begun to implement the proposals, including through the ‘A railway fit for Britain’s Future’ consultation and the Planning and Infrastructure Bill. After the release of the White Paper, the Combined Authority started evaluating the implications of deepening devolution in Cambridgeshire and Peterborough. This includes the pathway to becoming an Established Strategic Authority with expanded responsibilities, policy tools, and funding mechanisms aimed at promoting economic growth and enhancing public services for the residents of Cambridgeshire and Peterborough The Combined Authority has engaged with government to shape national policy and the delivery of further devolution through the UK Mayors Network, Mayoral Council and direct engagement with government departments. The Combined Authority has also responded to relevant national consultations with submissions to inform the Comprehensive Spending Review, Fair Funding 2.0, National Industrial Strategy green paper and the consultation on rail reform. Written evidence has been submitted to Parliamentary inquiries on topics of relevance to the activities of the Combined Authority and has most recently resulted in the Executive Director for Place and Connectivity being invited to provided oral evidence to the House of Commons Transport Committee’s inquiry ‘Buses Connecting Communities’.

	The English Devolution and Community Empowerment Bill is implementing many aspects from last year's white paper including setting out a new Devolution framework with three tiers of Strategic Authority (Foundation, Mayoral and Established Mayoral), initially Cambridgeshire and Peterborough Combined Authority will sit in the Mayoral Strategic Authority tier. All Strategic Authorities will have seven areas of competence: 1. Transport and local infrastructure 2. Skills and Employment support 3. Housing and Strategic Planning 4. Economic Development and regeneration 5. Environment and net zero 6. Health, wellbeing and public service reform 7. Public Safety An update paper is scheduled for the Combined Authority Board in September, providing members with a comprehensive overview of progress to date. Following this, a dedicated update to the Transport Committee on transport and connectivity matters will follow later in the financial year, ensuring that these important issues receive focused consideration at the appropriate stage.
3.3	E-Scooter Trial The Government recently confirmed that e-scooter trials will be extended for a further two years, through to 31 May 2028. In addition to continuing existing trials, Local Authorities are being offered the opportunity to open new schemes, subject to meeting set criteria. The extension provides an important opportunity to build on the learning to date, addressing evidence gaps around e-scooter safety and understanding how local conditions influence uptake and performance. This continuation reflects the growing recognition of e-scooters as part of the sustainable transport mix, supporting first- and last-mile journeys and helping to reduce reliance on private car travel. The first application window for new trials opened on 21 July 2025 and will run until 21 October 2025. Early discussions with Peterborough City Council officers indicate that they do not currently wish to pursue a scheme. In Cambridge, the trial continues to provide valuable insights, and a paper will be brought to the November Transport Committee. This will update members on progress to date and seek a decision on extending the Cambridge trial in line with the Government's new timetable. DfT are hosting an event on 11 September for local government officers following the publication of the On-Street Micromobility Regulatory Framework in the English Devolution and Community Empowerment Bill and the extension and expansion of e-scooter trials. The Combined Authority will attend this event and can provide an update at the Committee meeting.
3.4	Taxi Licensing Engagement The position on taxi licensing is continuing to evolve in line with the ambitions set out within the English Devolution White Paper, which provides a framework for greater local leadership and accountability in areas of transport regulation. Recognising the importance of a safe, consistent and responsive taxi service for our residents and businesses, the Combined Authority is maintaining an active and constructive dialogue with the DfT on this matter. This engagement will ensure that local perspectives and priorities are fully reflected in the national conversation, while also enabling us to shape a future approach that balances high standards of public safety and service quality with the flexibility required to meet the needs of our region.
3.5	Active Travel Capability Rating Active Travel England's Capability Rating provides a national benchmark for assessing how effectively local authorities across England are equipped to plan, design, and deliver active travel schemes. The rating directly influences the level of funding allocated to each authority for walking, wheeling, and cycling infrastructure and related initiatives.

	Local authorities are assessed on a scale from Level 0 to Level 4. The Combined Authority is currently rated at Level 3, indicating <i>good capability</i>, underpinned by strong leadership and a consistent track record of delivery. On 1 September 2025, we submitted our formal self-assessment to Active Travel England. This submission included comprehensive evidence across three key areas: • Local Leadership • Strategic Plans • Delivery Performance The assessment aims to reaffirm our Level 3 status and demonstrate our continued commitment to advancing active travel outcomes. The results of the national capability assessment are expected to be published in October 2025.
3.6	Active Travel Consolidated Fund In the 2026–2027 financial year, the Combined Authority was awarded a total of £4,906,860 through Consolidated Fund administered by Active Travel England. This funding comprises: • £3,795,125 in capital for the construction and enhancement of walking, wheeling, and cycling infrastructure • £1,111,735 in revenue to support scheme design, community engagement, and behaviour change initiatives This allocation reflects the Combined Authority's continued strategic commitment to improving connectivity and delivering impactful active travel schemes across the region. A list of indicative schemes was submitted to Active Travel England on 31 July. These schemes will go through the Funding Committee in October.
3.7	National Highways Designated Funds On 15 August, a funding bid was submitted to National Highways under their Designated Funds programme, specifically aligned with the dualling of the A428 corridor. The bidding window was exceptionally brief, limited to one week, and necessitated coordinated input from both Cambridgeshire County Council (CCC) and Bedford Borough Council (BBC) to confirm the proposed schemes. National Highways outlined five priority areas that all submissions were required to address: • Reduce historic severance – reconnect communities and facilities separated by the strategic road network through providing dedicated new and enhanced infrastructure that reduces physical and psychological barriers to active travel. • Enhance safety and accessibility – customers need safe, accessible crossings and facilities to support new active journeys and create travel choices. • Improve cohesion with other networks – customers need seamless integrated active travel networks that support end-to-end journeys, and accessible paths that enable onward public transport journeys. • Short Trips – interventions such as improving current active travel facilities or providing higher quality routes may encourage those currently travelling short distances by single occupancy vehicles to switch to more active modes. • Routes to schools – to improve end-to-end routes to schools and create mode shift. Following consultation with CCC and with input from BBC, four schemes were identified and submitted for consideration: 1. Caxton Gibbet to Cambourne Active Travel Scheme 2. Phase 1: St Neots to Phoenix Park and Wyboston Lakes – Provision of a shared use path in the verge on the west side of the Great North Rd south of Lidl (approx. 100m) and a crossing of the A1 slip road to connect to the leisure and employment facilities in Phoenix Park.

	3. Phase 2: St Neots to Phoenix Park and Wyboston Lakes – Provision of a crossing of the A1 at the Wyboston Lakes signals to connect Wyboston Lakes with Phoenix Park 4. Phase 3: St Neots to Phoenix Park and Wyboston Lakes - Provision of a crossing of the A428 east of the A1/Great North Road roundabout and provision of extended shared use paths either side of the crossing to connect to paths widened by others, connecting St Neots directly with Wyboston Lakes. The total funding requested for the delivery of these schemes is £753,750. It is important to note that this funding round is highly competitive, and it is unlikely that all four schemes will be approved. National Highways have advised that the assessment and prioritisation should be completed by the end of September, and the outcome will be announced later this year.
3.8	Peterborough Bus Depot Plans for a new bus depot in Peterborough are progressing; the appraisal of potential sites has been undertaken in partnership with PCC, and the development of the business case has been commissioned as part of the existing Grant Funding Agreement. Subject to its progress, and the ongoing site investigation and appraisal, the case for land purchase will be brought to the Funding Committee, with updates to the Transport Committee and then the Combined Authority Board, later this financial year. The project has funding allocated. The total cost for land purchase, construction and fit out is likely to exceed the initial budget and previously commissioned advice on commercial options for development of depot sites will now feed into this business case, with synergy with the wider independent review into franchising implementation. As well as representing an investment important for the city of Peterborough, where the current depot is outdated and not ideally located, this is also a key element to deliver a fully franchised bus operation, to which the Combined Authority has committed. As such, the plans for this depot will feed into the wider depot strategy for franchising which will be developed as part of the independent review of implementation pathways.

4. Appendices

4.1	None.
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5. Implications

Financial Implications

5.1	None.
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Legal Implications

5.2	None.
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Public Health Implications

5.3	The Combined Authority's strategic transport programme and workstream aligns with the LTCP by prioritising initiatives that promote sustainable travel and contribute to public health outcomes. The programme promotes active travel through improved walking and cycling infrastructure, enhancing public transport to reduce car dependency and improve air quality, integrating low-carbon transport solutions to support sustainable living, and delivering area-specific strategies that prioritise public health. Collaboration with stakeholders ensures these initiatives address barriers and contribute to healthier, more sustainable communities.
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Environmental & Climate Change Implications	
5.4	The overarching portfolio of schemes aligns with the LTCP's environmental and climate change objectives by promoting low-carbon transport solutions that reduce emissions and support sustainable living. This includes developing active travel and public transport options to lower reliance on private vehicles, enhancing urban green spaces to improve air quality and resilience, and delivering projects that contribute to a healthier, more sustainable environment.
Other Significant Implications	
5.5	None.
Background Papers	
5.6	None.

Transport Committee

15 September 2025

Title:	Bus Network – Real Time Passenger Information System
Report of:	Andrew Highfield, Assistant Director of Public Transport
Lead Member:	TBC
Public Report:	Yes
Key Decision:	KD2025/060
Voting Arrangements:	Recommendations A & E: - No vote required Recommendations B, C & D: A vote in favour by at least two thirds of the members present including the Cambridgeshire County Council and Peterborough City Council members or their substitutes

Recommendations:

That the Transport Committee:

A	Note and comment on the options available to the CPCA with regards to the Real Time Passenger Information Systems as set out in section 2.1 of this report.
B	Recommend to the Combined Authority Board to proceed with the Preferred Option A detailed in section 2.1 of the report, to enable the procurement via a direct award call off from a framework and award of contract to VIX Technology UK Ltd for a Real Time Passenger Information System for the Bus Network on behalf of the CPCA.
C	Subject to the Combined Authority Board approving recommendation B, recommend that the CPCA Board provide delegated authority to the Executive Director of Place and Connectivity to agree the consortium membership and authority to enter into the direct award call off Contract with VIX Technology UK Ltd on behalf of the CPCA and consortium members, subject to a partnership agreement being agreed between the CPCA and consortium members as set out in recommendation D and in the background to this report
D	Recommend that the Combined Authority Board provides delegated authority to the Executive Director of Place and Connectivity to enter into a partnership agreement, in consultation with the Director for Legal and Governance and the Executive Director for Resources between the CPCA and consortium members setting out the roles, responsibilities and resources with regards the CPCA acting as lead authority for the direct award call off as per the Preferred Option A
E	To note the ongoing strategic approach to a partnership with cross boundary authorities on the procurement and implementation of a Real Time Passenger Information System for the Bus Network

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Increased connectivity: Ensure a resilient bus network
X	Achieving best value and high performance: Funding to allow competitive tendering for work to proceed

1. Purpose

1.1	The purpose of this paper is to seek approval on the recommended procurement approach, required partnership agreement between the CPCA and consortium members and award of contract for the replacement of the existing Real Time Passenger Information System for the CPCA region bus network.
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2. Proposal

2.1	The Cambridgeshire and Peterborough Combined Authority (CPCA), has been the lead member of a long-standing Real Time Passenger Information (RTPI) Consortium, the paper recommends it continues delivering RTPI services through a direct award under Kent County Council's established procurement framework for the Consortium. Officers have assessed the viable options for procurement of the RTPI system, that: • enables no gap in information services for passengers • provides value for money • aligns with future changes within franchising implementation Officers have considered the following options and are recommending Option A as the preferred option: Option A: Direct award call off from the framework by CPCA on behalf of consortium members, with a Partnership Agreement between the CPCA and consortium members. This option would see CPCA make a single direct award call off in compliance with the framework for the RTPI system on behalf of all consortium members. A formal partnership agreement would set out responsibilities, financial contributions, and governance arrangements. The key advantage of this approach is that it provides strong value for money through joint procurement and economies of scale, as outlined in the financial implications section of this report. It also delivers a consistent, integrated system across the region, improving the user experience for cross-boundary travel and supporting a more cohesive transport offer. However, it requires robust coordination and legal frameworks and places more responsibility and potential risk on CPCA as the lead authority. Option B: Direct award call off from the framework by CPCA with separate call-offs by consortium members, under a shared Partnership Agreement between the CPCA and consortium members In this model, CPCA would facilitate a procurement process, but each consortium member would enter into its own direct contract with the chosen supplier. The partnership agreement would still provide a shared vision and coordination. This approach allows authorities to maintain control over their local implementation while benefiting from shared processes and reduced administrative effort. It enables flexibility and responsiveness to local needs. However, differing timescales, requirements, or funding positions may result in an inconsistent user experience and reduce the overall impact of the system. This option would potentially place more resource demand on the CPCA as the lead due to complexity in contract arrangements and individual arrangements via separate call off contracts, however it would deliver similar value for money as Option A in contract and maintenance costs. Option C: Direct award call off from the framework for CPCA only This option involves CPCA proceeding alone, without involving other consortium members. It is simpler and faster to deliver, with fewer stakeholders involved and simple governance. CPCA would be able to tailor the system to its specific priorities and timelines. However, the benefits of collaboration such as reduced costs and subsequent value for money, consistency for passengers, and cross-boundary integration would all be lost. A fragmented approach could confuse users and reduce the overall effectiveness of the RTPI system, especially for rural or semi-urban areas on the edge of local authority boundaries.
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	The financial uplift required to operate independently would be significant, with both upfront capital and ongoing revenue costs likely to rise considerably, as outlined in the financial implications section of this report. Continuing within the consortium framework is strongly recommended to maintain value for money and maximise the return on investment. Option D: Re-tender for CPCA This would involve a full procurement process solely for CPCA, inviting a market response to a revised specification. It presents an opportunity to modernise the RTPI offer and potentially achieve better commercial terms or innovation through competition. However, it has been ruled out for short-term delivery due to concerns about whether a new supplier could mobilise in time for March 2026. The re-tender process would also require significant internal resources and comes with delivery risks. Strategically, this option has strong long-term potential and could align well with the future franchising model. However, in the short term, it does not meet passenger and operational needs and risks significant service disruption. Option E: Joint re-tender for CPCA and consortium members This option mirrors Option D but would be pursued jointly with other consortium members. It would enable a full market engagement, potentially achieving the best long-term value and positioning the RTPI system as a core part of the wider regional transport strategy. It offers the highest potential for innovation, consistency, and future scalability. However, like Option D, it is not feasible in the short term due to mobilisation risk. Coordinating a multi-authority tender within current time constraints is unlikely, and failure to implement in time would create a service gap. Option F: Do nothing This option would result in the existing RTPI system being switched off when the current contract ends at the end of March 2026, with no replacement. While this would avoid any immediate procurement or contract costs, it would severely undermine the passenger experience and remove a key tool for journey planning and confidence in public transport. It would have a particularly negative impact on rural and isolated communities, who may rely more heavily on visible and reliable service information. The absence of real-time data would be seen as a step backwards in public transport provision.
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3. Background	
3.1	Real Time Passenger Information (RTPI) Real-Time Passenger Information (RTPI) for bus passengers is a system that provides live updates and scheduled arrivals of buses in the region. Powered by GPS tracking, mobile networks, and data integration technologies, RTPI systems offer real-time data via displays at bus stops, the MyBusTrip mobile app, and www.cambridgeshirebus.info. This allows passengers to plan their journeys more efficiently, reducing waiting times and uncertainty. RTPI systems enhance user experience, improve public transport reliability, and encourage greater adoption of sustainable transport options. A key need of passengers on a transport network, is to know when the next bus is arriving and whether it may be delayed from its published time. The CPCA region currently has 492 RTPI screens installed.
3.2	The Consortium partnership model, shared by seven local authorities, offers strong value for money, cross-boundary data consistency, and operational efficiency. Following assessment of procurement options, awarding to incumbent supplier VIX Technology under the Kent framework is recommended as the most viable and cost-effective route, ensuring continuity of service and alignment with future bus franchising developments. The further background to this assessment is contained within section 5.2 of this paper.

	In this paper the 'Consortium' will refer to the existing partnership of multiple authorities who work together, with authorities drawing off the existing CPCA framework for RTPI. The future 'Partnership Consortium' is focused on a partnership agreement of multiple authorities who draw off the identified Kent framework for RTPI
3.3	Consortium The Consortium is a collaborative initiative aimed at improving public transport using digital technology. The RTPI CPCA framework covers the installation, operation, and maintenance of electronic signage across all Local Authority Members and has done since 2010. The lead Authority since 2010 was Cambridgeshire County Council, in 2021 the responsibility was novated to the CPCA. The Consortium members are • Bedford Borough Council, • Central Bedfordshire Council, • Luton Borough Council, • West Northamptonshire Council, • North Northamptonshire Council, • Milton Keynes City Council and • Peterborough City Council with • CPCA being a lead authority. The consortium shares the central system and payments for its maintenance, CPCA manages the framework and call off contract arrangements and liaises with other members including recharging for system and any additional works. Each authority manages provision and maintenance of equipment in their region without CPCA's involvement. By pooling resources, the Consortium minimises duplication of efforts, reduces costs, and enhances service delivery, providing value for money across the public sector. The RTPI system and services are standardised across council boundaries which provides seamless cross-journey data for all consortium members, which is convenient for passengers travelling outside of Cambridgeshire and Peterborough. As per recommendation C the members of the consortium will be finalised by the Executive Director of Place and Connectivity, as each consortium member is subject to its own governance process to make a decision with regards continuing in the consortium.
3.4	Consortium - Pros and Cons While the number of members has grown over time, the RTPI contract in the Cambridgeshire and Peterborough area has always delivered as a part of Consortium due to a focus on efficiency. Collaborative procurement and shared RTPI (Real-Time Passenger Information) systems among local authorities (LAs) offer numerous advantages. One of the key benefits is the seamless exchange of data and standardised RTI services across borders, which greatly enhances operational efficiency. By pooling resources and knowledge, member authorities can benefit from lessons learned by others and receive support in resolving supplier-related issues. The use of a shared, affordable back-office system represents excellent value for money, and collaborative procurement significantly reduces duplication of efforts, ultimately saving both time and financial resources. Moreover, partnering with multiple LAs to procure a single product or service allows for greater purchasing power and access to volume discounts that might not be available to individual authorities. Such cooperation fosters consistency, making it easier to maintain a reliable relationship with RTI suppliers and promoting standardisation of systems across all member authorities. Additionally, the collective strength of a consortium provides a stronger voice when addressing supplier performance issues and increases the likelihood of timely resolutions. Staff resources can also be pooled, allowing authorities to call upon additional capacity when necessary.

	From the passenger perspective, they receive an optimum service that is consistent across boundaries. However, there are some drawbacks to consider. Collaborative arrangements require staff time for administrative responsibilities such as chairing board meetings and raising invoices for other members, however this resource effort is still outweighed by the savings via a consortium approach. If an LA member withdraws during the contract period, the remaining authorities must absorb their share of the central system costs. There is an opportunity to reframe these responsibilities with the ongoing partnership consortium to mitigate these potential drawbacks. It is recommended, based on the above, that the CPCA continues to enter into a consortium/partnership agreement with other Local Authorities. The nature of this partnership will change though, based on the procurement options outlined in section 2.1
3.5	The consortium members have been engaged throughout, in regards exploring options with regards procuring the new operator via setting up a new framework. That engagement will now explore the Kent County Council framework with each member as that is the recommended path for the CPCA. There is risk that other consortium members do not wish to/are not able to follow the same procurement path recommended by the CPCA. This would mean some members may withdraw from the consortium and may lead to higher costs for the CPCA in software costs, when procuring a solution (unless new members join to). This risk is being mitigated via early engagement with other consortium members. If this risk is realised, the CPCA would need to pursue the alternative option presented in section 2, a direct award call off from the framework for the CPCA.
3.6	The CPCA has identified a framework that has been set up by Kent County Councils Commercial Services Group (the Procurement Services Frameworks), which includes a framework for Bus Shelters, Real Time Passenger Information and Associated Services (ref: Y22030) ("the framework"), which is accessible to public bodies including the CPCA and consortium members. The CPCA has reviewed the framework and deemed it suitable for the CPCA to use. There is an option for the CPCA to make a direct award call off from the framework as long as it can meet the criteria set out under the framework. The CPCA would need to meet one of the following objective conditions: • CPCA is satisfied that, following their own due diligence, they can identify the supplier that offers best value for their requirement • The supplier can supply the required services within the customers timescales • The supplier achieved the highest total score during the evaluation process • Services required are unique/exclusive to one supplier • Continuity of existing services from an awarded supplier As part of the CPCA's review of the framework the CPCA considered the above and identified that although only one has to be met that a number of the above objective conditions could be met (which are set out below) and therefore a direct call off award can be made to VIX Technology UK Ltd under this framework. Officers have also assessed the option to re-tender with a framework set up by the CPCA. This has been ruled out due to the complexity, cost and resource within the timescales. Whilst a framework was set up by Cambridgeshire County Council at the outset of the consortium approach in 2010, the continuation of this arrangement is not viable within the timescales for procurement. It is also deemed unnecessary to set up another framework when in fact a suitable framework via Kent County Councils Commercial Group already exists. Officers also assessed a tender exercise with other consortium members. This has been ruled out in the short term, due to the timescales involved and the risk of the awarded supplier not being able to mobilise for March 2026. However, this option will be investigated and assessed further to identify synergies with the wider bus franchising programme and the evolution of Real Time Information into a franchised model.

4. Appendices

4.1	Appendix A: Background note on framework call off
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5. Implications

Financial Implications

5.1	Charges The Central System is the core functionality as a software service. It receives and process inputs from multiple sources into a series of outputs that includes Real Time Passenger Information within the Consortium areas. The total annual Central System Maintenance for 2024/25 was £101,145.53 which is divided by 7 (as Northamptonshire Members pay together) and costs £14,449.36 per Authority. This delivers a significant saving, compared to potentially contracting a solution individually. For comparison, an estimated cost for a Cambridgeshire and Peterborough Combined Authority central system only would increase by five times that amount. The charges for Cambridgeshire's equipment maintenance charge for 2024/25 was £211,254.02. The CPCA currently maintains 492 displays in total, the majority of which are at bus stops. However, display maintenance costs are likely to increase by circa 6% -18% compared to current levels if a CPCA only system, as the shared labour resource for the field engineer would need to be fully covered if operating on a standalone basis or within a smaller consortium. Hardware prices are projected to rise by 10%–15%, due to reduced purchasing power outside the consortium. Additionally, as a part of the system we have access to a reporting tool which holds historical data from bus ticket machines and separate software we share with some bus operators that can control bus journeys and display settings. This software is being assessed as part of a wider project to inform a performance scorecard for bus services across the region.
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Legal Implications

5.2	The CPCA can comply with the terms of the framework to enable it to do a direct award call off to VIX Technology UK Ltd. This is in compliance with the Procurement Act 2023 (and the framework was set up in accordance with the Public Contract Regulations 2015, when it was originally created). The contract will be a call off contract which will be in a form as set out under the framework, which has been reviewed and approved by Legal Services. A local authority partnership agreement will be required between the CPCA and participating consortium members to set out the responsibilities of each party, particularly the role of the CPCA and associated financial aspects, which will be in a form approved by Legal Services.
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Public Health Implications

5.3	There are no direct implications arising from this report
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Environmental & Climate Change Implications

5.4	Bus services play a pivotal role in mitigating environmental impacts. .
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Other Significant Implications

5.5	There are no other significant implications arising from this report.
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Background Papers

5.6	N/A
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Appendix A: Background note on framework call off

Call off via a Framework using the Direct Award procedure to award to VIX Technology Represents Best Value for Money for the Cambridgeshire and Peterborough Combined Authority

A direct award call off from a framework to award to VIX Technology, via the framework detailed below, for the continued provision of Real-Time Passenger Information (RTPI) services offers the best value for money for the Cambridgeshire and Peterborough Combined Authority (CPCA), based on the criteria for direct award under the framework, service continuity, operational efficiency, and cost-effectiveness.

The CPCA has identified a framework that has been set up by Kent County Councils Commercial Services Group (the Procurement Services Frameworks), which includes a framework for Bus Shelters, Real Time Passenger Information and Associated Services (ref: Y22030) (“the framework”). The CPCA has reviewed the framework and deemed it suitable for the CPCA to use.

There is an option for the CPCA to make a direct award call off from the framework as long as it can meet the criteria set out under the framework. The CPCA would need to meet one of the following objective conditions:

- CPCA is satisfied that, following their own due diligence, they can identify the supplier that offers best value for their requirement
- The supplier is able to supply the required services within the customers timescales
- The supplier achieved the highest total score during the evaluation process
- Services required are unique/exclusive to one supplier
- Continuity of existing services from an awarded supplier

As part of the CPCA’s review of the framework the CPCA considered the above and identified that although only one has to be met that a number of the above objective conditions could be met (which are set out below) and therefore a direct call off award can be made to VIX Technology under this framework.

Framework Scoring

As detailed in this paper, there is an existing framework that local authorities can call off from. VIX Technology received the highest score during the evaluation process, which clearly demonstrates its strong alignment with the CPCA’s operational and strategic objectives. The fact that Vix scored the highest score on the framework, highlights a robust understanding of the region’s RTPI network, offering a tailored service approach that leverages existing infrastructure while enhancing reliability and performance. VIX

stands out for its commitment to service continuity, responsive support, and scalable solutions, ensuring that the Authority can adapt to future demands without incurring unnecessary capital costs. The inclusion of clear service level agreements, transparent pricing, and proactive maintenance schedules has been valuable to CPCA in supporting planning expenditure and future improvements.

The evaluation was based on the following criteria:

35% Framework Delivery: Tenderers must demonstrate their ability to effectively manage the Framework Agreement, ensuring that customers receive optimal value at all times.

35% Customer Service (Pre- and Post-Award): Awarded suppliers are expected to provide exceptional customer service both before and after any purchase.

20% Industry Standards: Tenderers are required to provide evidence of relevant memberships, certifications, and approvals associated with the goods/services being offered, including compliance with BS EN standards, health and safety regulations, and similar industry requirements.

10% Social Value: Tenderers must outline their approach to delivering social value and detail how they will leverage opportunities within the Framework Agreement to benefit the local community.

Awarded LOT 2	Total Score
Vix Technology UK Ltd	740
r2p UK Systems Ltd	580
Spoken Ink Ltd, trading as Whoosh Media	555

Vix were the highest scoring tenderer (which meets one of the objective conditions as set out above). In addition, within the letter of award the Commercial Services Group of Kent County Council concluded that the submission from Vix exceeds the required standard, is clear, fully explained and delivers additional benefit on some proportion of the requirements.

Based on the above evaluation criteria, and the scoring achieved the CPCA is satisfied that Vix offers best value for the CPCA requirements (which is another one of the objective conditions being met).

The framework does permit the CPCA to conduct a further mini-competition (of the 3 suppliers on the framework), however officers do not believe this would deliver further value for money, in particular if an alternative supplier were to be awarded the contract as the CPCA would be required to allocate budget for a mobilisation period. There is also no guarantee that a more economically advantageous bid than what VIX has already provided under the framework would be achieved.

VIX should be awarded the contract based on the strength and quality of its submission, which not only met but exceeded the required standard. The bid was clear, comprehensive, and well-articulated, demonstrating a deep understanding of the Authority's needs while offering additional value in key areas of the requirement. VIX's total score of 740 out of a possible 1000 reflects the high quality of its proposal and its ability to deliver enhanced benefits beyond baseline expectations. This strong performance provides confidence in VIX's capability to continue delivering a high level of service and value to the Cambridgeshire and Peterborough Combined Authority.

Trusted Supplier with Proven Performance

VIX Technology has consistently delivered a high standard of service and support for RTPi across the region. As a trusted and experienced supplier, VIX understands the specific needs of the CPCA and has demonstrated the capability to respond promptly and effectively to operational demands. Their proven track record reduces risk and provides assurance of continued service reliability for passengers.

The company has proven its capacity to manage major transitions, such as Milton Keynes' seamless migration, with projects delivered ahead of schedule and without public service disruption. VIX's structured approach to procurement, installation, maintenance, and supplier performance management ensures high service reliability and value for money. Their flexible installation models, robust spare parts logistics, and proactive maintenance regime underpin exceptional service continuity, with 97% of displays operating without intervention annually.

Furthermore, VIX's investment in scalable cloud-based CMS, live data integration, and modular display options means CPCA can continue to evolve its RTPi estate without significant capital reinvestment.

Strong Working Relationship

Over years, the Consortium with CPCA as a leader, has developed a strong and collaborative relationship with VIX. This partnership has enabled smoother communication, faster resolution of issues, and a shared commitment to service improvement. The established rapport also supports ongoing innovation and operational enhancements that would take time to replicate with a new supplier.

Business Continuity and No Mobilisation Delays

A direct call off award via the framework ensures seamless continuity of service with no mobilisation period or transition downtime. Disruption to RTPi would negatively impact passengers, operators, and stakeholders. Continuing with VIX allows business as usual, maintaining public confidence and operational stability. After Soft Market exercise, most

of the suppliers envisaged mobilisation period for around 12 months. In this scenario the extension of existing VIX contract would be essential, and it brings additional cost.

Procurement and Transition Costs

Undertaking a full procurement exercise involves considerable time and expense. By utilising this framework, the procurement exercise has already been carried out in compliance with the procurement rules. The framework contains provisions that enable a direct award under the framework to take place to award the contract to VIX. This will ensure procurement costs are kept to a minimum and burden on resources is also limited. Additionally, the risk of service interruption or quality degradation during supplier transition is eliminated.

Mitigating Risk of RTPI Service Disruption

Switching suppliers would risk service interruptions due to a lack of internal resources and capacity to support the switch-off and implementation process. RTPI is a critical component of public transport infrastructure, and any lapse in service would negatively affect the travelling public and undermine confidence in local transport systems. In the worst case scenario should the displays be switched off for period of mobilisation, we believe our Consortium and partnership would fall apart and create negative PR for the Authorities.

Lack of Capital Budget for Infrastructure Upgrades

The majority of current RTPI infrastructure is tailored to VIX's systems. Transitioning to a new contractor would likely require capital investment to upgrade or replace existing displays on bus stops, funds that are not currently available. A direct award avoids unnecessary capital expenditure and maximises the utility of existing assets. Additionally display upgrade would mean a change of computer box inside the existing unit, which means the displays remains old but retrofitted for new supplier needs.

Conclusion

A direct award to VIX Technology via the framework ensures continuity, stability, and value for money for the CPCA. Given their trusted service, established relationship, and the significant financial and operational risks of transition, VIX remains the most efficient and cost-effective option for maintaining and enhancing RTPI services in the region. Existing infrastructure can be upgraded when the budget allows or when it is necessary

Transport Committee

15 September 2025

Title:	Franchising Update and Transitional Notice Proposed Changes
Report of:	Judith Barker, Executive Director Place and Connectivity
Lead Member:	TBC
Public Report:	Yes
Key Decision:	Yes KD2025/053
Voting Arrangements:	Recommendations: A, B & E: No vote required C & D: Vote by consensus otherwise a vote in favour by at least two thirds of the members present including the Cambridgeshire County Council and Peterborough City Council members or their substitutes

Recommendations:

A	To note the update on the Independent Review into Bus Franchising Implementation (A)
B	To note the update on activities that will continue for bus franchising during the independent review (A)
C	To recommend the CA Board approve the use of the bus franchising professional costs budget for the independent review
D	To recommend to the CA Board to delegate authority to the Executive Director, Place and Connectivity to enter into contracts with consultants following the outcome of the procurement exercise.
E	To note the proposed policies around when a shorter timescale for notices may be set for changes under the Transitional Notice (A)

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Increased connectivity: Implement bus franchising and ensure a resilient bus network
X	Achieving best value and high performance: Funding to allow competitive tendering for consultancy work to proceed

1. Purpose

1.1	To update the Transport Committee on the Independent Review into Bus Franchising Implementation, including the appointment of a Chair, its timeline for consultancy procurement and target for reporting.
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1.2	To update the Transport Committee on the progress of the independent review and actions to advance franchising implementation.
1.3	To seek approval from the Combined Authority to approve the use of the bus franchising professional costs budget for the independent review.
1.4	To seek a delegation for the Executive Director, Place and Connectivity, to enter into contracts with successful consultants following the completion of the procurement exercise
1.5	To note the proposed policies around when a shorter timescale for notices may be set for changes under the Transitional Notice when achieving optimal outcomes for passengers

2. Proposal

2.1	Update on the Independent Review into Bus Franchising Implementation The Independent Review ('the review') into Bus Franchising Implementation Pathways has been commissioned by the Mayor. It will review how the CPCA Bus Franchising Scheme can be implemented going forward, given the changes in fiscal envelope under the new Mayor and the opportunities and obligations presented by the Procurement Act 2023 and Bus Services (No. 2) Bill. As previously noted, the scope of the review sits around the following seven points: 1. Review, assess and propose viable implementation pathways of a franchised model with new information (fiscal envelope, revenue risks, mass transit, financial models for customer services) 2. Detailed pathway for revenue modelling 3. Detailed pathway for fleet specifications 4. Detailed pathway for the CPCA depot strategy 5. Detailed pathway for the network design 6. Future-proofing and maximising integration of future transport developments 7. Legal and financial considerations as per the original business case On 3 September 2025, the appointment of the Chair of the review was announced as Leon Daniels OBE. Please see announcement here. Procurement is underway, using a framework, to appoint consultants to undertake the project. The Chair will attend events such as a Bus Operators Forum and will present recommendations to the Mayor and Combined Authority Board. The Chair will shape, check and challenge consultants' work, and will provide updates and a report, with recommendations to the Mayor. Specification for the Chair included: • credibility with both the passenger transport sector and politicians • senior experience in a strategic role in a passenger transport authority • knowledge and demonstrable understanding of bus franchising strategy, implementation and operation • an individual with evidenced credibility in the public transport sector • knowledge of existing and emerging legislation and the implications for Mayoral Combined Authorities. Once consultants are appointed, the review is planned to last three months, meaning recommendations are planned to be presented in early 2026.
2.2	Update on bus franchising implementation activities that continue during the review period The officer led Programme Board for Bus Franchising will continue to meet to oversee the review and continue preparation for franchising. This is chaired by the Executive Director - Place and Connectivity.

	The options appraisal of operational data systems is underway. Operation of large-scale bus services under contract (as per any franchise model) requires an agreed and robust set of data as to the performance of an operator. These options are also relevant to the current contracted regime that the CPCA operate. The report will be shared with the consultants working on the review. Work is underway on the business case for a new bus depot for Peterborough. Updates related to the bus depot and a business case will be brought forward to the Funding Committee and Transport Committee later in 2025/26. Further work planned for this calendar year, is focused primarily on the existing model of delivering buses, but with synergy to the review, and includes: • Bus network related communications (with an increased focus on engagement and stakeholder mapping) • Benchmarking against other authorities at different stages of bus reform • Evaluation of existing ticketing schemes (Such as the Tiger pass and the fare cap) to inform future proposals and schemes • Development of our framework for decision making on supported bus services. • Bus safety strategy development • CPCA contracted on-bus specifications, including safety, equality and branding / marketing considerations, incorporating lessons learnt from bus branding
2.3	Delegated Authority The budget for the review can be met by the budget for professional fees to support implementation in 2025/26. A decision was made at the July CPCA Board meeting for the 2025/26 franchising system costs budget to be reallocated to support routes 9 and 31; this is being calculated and a proportion of the £515k will be removed from 25/26 bus franchising budgets. The work on the new bus depot for Peterborough is a capital project budgeted separately; while it is a key part of delivering bus service improvements under any model, it has some specific MHCLG funding allocated before the decision was made to deliver franchising.
2.4	The Transitional Notice The Transitional Notice for bus franchising was published by the CPCA in February 2025 and increased the length of notice a bus operator must give to the CPCA and Traffic Commissioner before changing or withdrawing local bus services from 70 days to 140 days (the documents are in the Background Papers section below). This formed part of the 2024 consultation documentation. The notice increased the notice period the bus operator and CPCA must give related to existing contracted services that fall under the CPCA Bus Franchising Scheme. <u>Change sought</u> Subsequently, bus operators have requested variations to the Transitional Notice, stating that it limits their ability to respond to opportunities or developments in the market, citing school day changes or to change timetables quickly because of roadworks or congestion. The Cambridge and Peterborough Bus Alliance proposed an amended Transitional Notice in late June 2025. This proposed reinstating the previous 42 days' notice period for the Traffic Commissioner in many situations, although retaining 112 days' notice for the full cancellation of existing commercial bus services. <u>Legal advice</u> Following this, CPCA officers sought external legal advice on amending a Transitional Notice. Officers were informed that there is no method under current legislation to amend a Transitional Notice. The option proposed by the Cambridge and Peterborough Bus Alliance was therefore not viable.

	However, legal advice did highlight that it is within the powers under the Franchising Schemes Transitional Provisions and Amendments (England) Regulations 2018 for a franchising authority to specify different periods in a Transitional Notice for different cases, although consistency in decisions on similar matters is advised. On this basis, officers will continue to work with local bus operators and the Traffic Commissioner with further proposals and discussion to take place at the Bus Operator Forum in September 2025, with an aim to achieve a positive outcome. The CPCA's officer key criteria have been allowing flexibility where it is in the interests of passengers. Therefore, the main categories that officers will continue to engage with bus operators on, to reach a resolution are: • Bus operators request the ability to introduce new services to the market with a shorter notice period. This will also benefit CPCA, with a shorter registration period for when the CPCA needs to step in to replace a previously commercial service. • If a positive variation to a commercial service is proposed, for example measures to improve the reliability of a consistently unreliable service. Positive variations are to be consulted on and agreed by CPCA in advance and if agreed positive this exemption applies. • Non-material variations permitted under the Procurement Act 2023 (and any related legislation) to contracted services. Legal advice is that requests for minor change for service of more than 10 minutes (for example where a school, college or major employer amends its opening or closing times or shift patterns at relatively short notice) falls within category 7(b) of the Public Service Vehicles (Registration of Local Services) Regulations 1986 and is covered. More general changes for variations over 10 minutes would need to fall under the list of circumstances in the 1986 Regulations to have a reason for a short notice change. Officers are carefully considering any local discretion/guidance to ensure it does not cause any negative consequences to passengers. For example where reducing the notice period may lead to less notice to passengers and potentially negative outcomes or a potential gap in service. Subject to engagement with the Traffic Commissioner, it is proposed that CPCA establishes the following guidance around when a shorter timescale for notices may be set, to provide guidance to operators. It should be noted that these policies are guidance for operators and do not replace the transitional notice and every application to shorten the timescale for notice shall be an individual decision by CPCA officers, who will look to maintain consistency in such decision making.
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3. Background	
3.1	Background to Independent Review As reported to Transport Committee on 8 July 2025, officers have developed a scope for an independent review into bus franchising implementation pathways in the region, working within relevant legal frameworks as per the Transport Act 2000 (amended by the Bus Services Act 2017). This is in response to the request by Mayor Paul Bristow for an independently chaired review of how the Cambridgeshire and Peterborough Bus Franchising Scheme should best be delivered taking into account policy changes since the Mayoral election, including a commitment to no increase in the Mayoral Council Tax levy and no extra borrowing by CPCA, but a continued Mayoral commitment to bus franchising. The wider context of the Procurement Act 2023 coming into force and the Bus Services (No. 2) Bill are also to be considered. This review means there are implications for the timescales of franchising, but these will only be clear when the review is complete.
3.2	Background to the Proposed Change to the Transitional Notice The previous Mayor published the Cambridgeshire and Peterborough Franchising Scheme for Buses on 17 February 2025.

	A Transitional Notice was also issued, which increased the amount of notice a bus operator is required to give the Traffic Commissioner before amending a commercial bus service in the CPCA region from 42 days (after 28 days' notice to CPCA) to 112 days (after 28 days' notice to CPCA). Both documents are in the Background Papers section. A draft of the Transitional Notice was consulted on as part of the Bus Franchising consultation in autumn 2024. No substantial objections were noted as part of the consultation review. Therefore, no significant changes were made in the Transitional Notice from the draft Transitional Notice. The Transitional Notice applies to local bus services that are covered under the CPCA Bus Franchising Scheme. Services excluded from the Transitional Notice are listed in Annex 2 and Annex 3 of the CPCA Bus Franchising Scheme and include the following: • Services running over 95% of their mileage outside the CPCA area • The Cambridge University 'U' bus service • Community bus services operated under Section 22 Permits not under contract to CPCA • Dedicated schools or works registered local bus services that are not eligible for BSOG • Tourist sightseeing tours • Rail replacement bus services The Transitional Notice approach was pursued as a means of securing bus services in the transitional period to bus franchising implementation, by disincentivising the withdrawal of services from the bus network and where services were withdrawn, by providing extra time for the Combined Authority to consider a response and potentially procure replacement services. The Transitional Notice approach has been pursued by all Mayoral Combined Authorities who have reached this stage in a bus franchising programme in England. In addition to those services excluded through being listed in Annex 2 and Annex 3 of the CPCA Bus Franchising Scheme, additional exceptions to the 112 day time limit are provided under paragraphs 5 and 6 of the Transitional Notice. In the case of paragraph 6, officers are able to determine shorter time periods as they consider appropriate, while maintaining consistency within the process of applications.
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4. Appendices

4.1	None
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5. Implications

Financial Implications

5.1	The independent review of bus franchising implementation pathways can be funded from the existing franchising budget as the scope of the review includes outputs that will be required to deliver franchising. The current 2025/26 budget allocated for franchising implementation includes professional fees of £772k and the review costs will be met from within this budget.
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Legal Implications

6.1	The previous Mayor issued the original Transitional notice on 17th February 2025, on behalf of CPCA under regulation 4 of Public Service Vehicles (Registration of Local Services) (Franchising Schemes Transitional Provisions and Amendments) (England) Regulations 2018. The clarifications of the Transitional Notice and issuance of non-statutory guidance as to when short timescales will be appropriate will be published and comply in accordance with this legislation. Legal Services will continue to work with officers at the CPCA to ensure the operation of the Transitional Notice and use of shorter timescales where applicable fully complies with the required legislation The independent review into bus franchising implementation pathways in the region will continue to work within relevant legal frameworks as per the Transport Act 2000 (amended by the Bus Services Act 2017), and any other applicable legislation.
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Public Health Implications	
7.1	There are no direct implications arising from this report.
Environmental & Climate Change Implications	
8.1	There are no direct implications arising from this report.
Other Significant Implications	
9.1	There are no other significant implications arising from this report.
Background Papers	
10.1	CPCA-Franchising-Scheme-4.3 CPCA-Bus-Franchising-Transitional-Notice

Transport Committee

15 September 2025

Title:	Bus Network – Contracted Services and Tiger Pass
Report of:	Judith Barker, Executive Director Place and Connectivity
Lead Member:	TBC
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:

A	Note the proposed approach to the assessment of contracted bus services and note that further proposals/recommendations will be brought back at the November 2025 meeting cycle for consideration
B	Note the proposed approach to the options appraisal of a permanent Tiger pass and note that further proposals/recommendations will be brought back at the November 2025 meeting cycle for consideration

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Increased connectivity:
X	Achieving best value and high performance:

1. Purpose

1.1	The purpose of this paper is to update Members and invite discussion on the approach proposed by Officers for assessing 'high cost' contracted bus services. The outcome of this assessment will help shape full proposals, including recommendations, for the November 2025 Transport Committee.
1.2	The paper also asks the Committee to note the strategic direction being taken on network design and future planning activity, in alignment with the ongoing independent review of franchising implementation.
1.3	The paper outlines the approach to the full options appraisal for a permanent Tiger pass and the steps to be undertaken by officers prior to November's Transport Committee meeting.

2. Proposal

2.1	Bus services are a fundamental part of delivering the Cambridgeshire & Peterborough Combined Authority's ambition for a more inclusive, sustainable, and connected transport network and the Mayoral ambition to "Get Cambridgeshire and Peterborough moving". As the region experiences significant economic and population growth, buses provide essential links to jobs, education, healthcare, and services. Equally, in market towns and rural areas, where car dependency is higher and transport alternatives are limited, accessible and reliable bus services are vital for reducing isolation and supporting local resilience. A strong bus network is central to achieving the CPCA's Local Transport and Bus Strategy objectives, enabling balanced growth, improved social mobility, and more efficient travel. The majority of the buses are commercially run and CPCA currently contracts for around 10–12% of total bus mileage on the existing network. Following the CPCA Board's recommendation in July 2025, officers are reviewing a methodology to review existing contracted bus services that have a high cost per passenger. When this type of review was conducted in 2023, the benchmark used was £12. There has been inflation and other factors since that time, which may mean the figure used is slightly higher. The proposed strategic objectives of the review are: • Ensure contracted services deliver strong social and economic outcomes relative to their cost, using updated benchmarks and robust data. • Support a transport network that offers viable, accessible, and sustainable travel options alongside other modes, particularly in areas with limited alternatives • Maintain and enhance links between rural areas, market towns, and urban centres to support inclusive access to the wider transport network. • Focus on routes that provide essential mobility for isolated or disadvantaged groups, supporting health, wellbeing, and independence. • Invest in services that connect communities to key destinations such as employment hubs, education, healthcare, and retail centres. The methodology will align with previous approaches and include validation of key data such as: • Passenger demand and travel patterns • Estimated annual operating costs • Overview of current service provision • Local demographic analysis • Key trip generators served (e.g. schools, hospitals, GP surgeries, supermarkets) • Availability of alternative transport services A social value score will be applied using a methodology developed in partnership with planning consultancy Podaris. This approach quantifies the social value of each bus route by assessing the level of accessibility that would be lost if a route were withdrawn. Each route is assigned a score, weighted to reflect the importance of bus connectivity for different socio-demographic groups. The imperative for assessing social value aligns with the Bus Services Bill. This Bill is currently being scrutinised in a Public Bill Committee and is expected to become legislation later in 2025. In its current form, the Bill will place a requirement on local transport authorities to identify and assess socially necessary services which will then have mandates and rigorous procedures to follow in the event of potential cancellation or significant variation to those services. Following a member workshop in October, full proposals based on this review will be presented to the Transport Committee in November 2025, with potential recommendations for service changes to improve outcomes for passengers. As part of this process, officers have commissioned a detailed analysis of the contracted Tiger routes and Tiger On Demand services, using a similar methodology to assess performance and provide recommendations.
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	The workshop for Transport Committee Members in October will present options for designing a full network linked into the methodology of this review. This strategic work will also feed directly into the Independent Review of franchising implementation, which is due to be commissioned later in 2025. Recommendations from that review are expected in early 2026. This framework will support the Transport Committee and CPCA Board in making informed decisions about local bus services, ranging from small adjustments to major network changes. It will offer clear guidance on best practice in bus service planning and set out how to assess options using key measures such as cost, value, accessibility, and deliverability. The framework will be strategic, evidence-based, drawing on a wide range of data sources to ensure that decisions to retain, modify, or withdraw services are clearly justified. Its structure will align with CPCA's established approach, using metrics such as cost per passenger, population catchments, alternative transport options, and social value The CPCA has commissioned Systra to deliver the tasks listed above, working in conjunction with officers to ensure outputs are delivered within the timescales required for the October workshop, November committee and implementation activity, dependent on decisions.
2.2	As part of the work outlined in sections 2.1, it is important that the assessment of services is aligned with the future model of a franchised bus network and stability of the network in the intervening, transitional period. The recommendations emerging from this review will be shaped by broader planning for an integrated network. This is particularly relevant given that the CPCA currently commissions only around 10–12% of total bus mileage on the existing network. Proposed changes to services will be assessed not just for immediate benefit, but also for how well they fit future procurement models, especially in terms of contract length and management during a transitional period toward franchising. The workshop for Transport Committee Members in October will present options for designing a full network linked into the outcomes of this review. This strategic work will feed directly into the Independent Review of franchising implementation. Recommendations from that review are expected in early 2026.
2.3	Officers meet regularly and formally with bus operators through the Bus Operator Forum to support network stability, noting that approximately 88–90% of the bus network is currently operated on a commercial basis. This monthly meeting is now chaired by Cllr Chris Boden. There are broadly three categories of bus services in the current de-regulated model. 1. Contracted bus services – these are predominantly bus services that have been contracted for some time and cover more rural, market town or semi urban areas. They are not commercially viable and require various levels of subsidy. Without this subsidy there would be no service. These services can be relatively settled as the main costs changes would be linked to inflation, 2. Commercial bus services (marginal) – these are commercial bus services, run for profit but where profitability may have been squeezed due to lower patronage, higher costs or a combination of both. These are the types of services that have been surrendered by commercial operators during and post the pandemic at a higher level than seen previously. 3. Commercial bus services (profitable) – these are services which are predominantly high frequency, have strong patronage and which generate comfortable profit margins. In the CPCA region a number of these services are found more in the city areas (Cambridge and Peterborough) It is likely these will remain profitable and do not cause a concern in the short – medium term. The challenge in recent years has been the movement of bus services in category 2 into category number 1. This has created budget pressures, a significant amount of reactive work and a lack of stability for the bus network in region. This has been mitigated by increasing budgets, completing the reactive work to find contracted solutions and funding additional services.

	Further engagement will begin on services that commercial operators may view as financially at risk in category 2. This will help the CPCA identify where it can provide support, such as targeted marketing or action plans, to help maintain viability and prevent service reductions. This would be an ideal outcome in the short term to ensure that further pressures are not created by the reduction of commercial services with marginal profit into contracted services and also create more service stability. CPCA is working with bus operators to devise a Performance Scorecard for the bus network, capturing punctuality and reliability metrics, with further engagement with Bus Operators to take place this autumn.
2.4	Following feedback at the July 2025 Transport Committee and CPCA Board. Officers are working to provide a detailed options appraisal for a permanent Tiger pass, to report at November 2025 Transport Committee and CPCA Board. The appraisal comprises the below steps and milestones: • Conduct a detailed review of the current Tiger Pass scheme and supporting documentation. • Assess existing scheme performance in the context of CPCA's strategic transport and access objectives. • Identify gaps, constraints, and opportunities to enhance or reframe the scheme in line with long-term goals. • Produce an initial summary report outlining the baseline and alignment with existing strategic work. • Develop a series of detailed scheme options, building on existing analysis and policy direction. • For each option, carry out an impact assessment, considering factors such as accessibility and affordability, user demographics and travel patterns, and operational feasibility. • Forecast implementation and operational costs for each option, to support cost-benefit comparisons. • Identify any technical implications for back-office functions, such as the development or modification of an application portal. • Plan and deliver a workshop with relevant local political leaders and members. • Compile a comprehensive final report outlining refined scheme options, associated impact assessments and cost forecasts, and outputs from the stakeholder engagement process. • Present findings and recommendations to the November Transport Committee The workshop in October will outline the detailed assessment of permanent Tiger pass options, linked to the strategic objectives presented at the July Transport Committee for consideration, to flow into the final report for November's Transport Committee. Officers will continue to undertake a review of the budget for the 2026/27 period and beyond, to incorporate a permanent Tiger pass. Further information is outlined in the financial implications section of this report.

3. Background

3.1	The CPCA as the strategic and passenger transport authority contracts a range of bus services that cannot be provided by the commercial market. Recent analysis assessed that as per mileage operated in the region, the CPCA contract approximately 10-12% of the bus network. This means approximately 88-90% is commercial and outside the control of the CPCA prior to franchising. As per Section 63 of Transport Act 1985, passenger transport authorities must secure the provision of bus services where they consider "...that there is a public transport requirement which would not in their view be met apart from any action taken by them." This is not strictly mandated within the Act outside of this test but will be strengthened with the passing of the Bus Services Bill (referenced earlier in this report) and its definitions of social necessary services.
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3.2	As part of the notice to progress to a franchised bus model, published in February 2025 the CPCA issued a transitional notice, which altered the notice required by the commercial market (and CPCA) to remove or change bus services, to provide greater stability to passengers. This notice is dealt with in the franchise update paper, also brought to this committee. This enables extended time as permitted for the CPCA to respond to commercial changes and to decide as to whether to contract the routes, as per the recent examples of the 9 and 33 bus services. The aim of the notice is to provide stability to passengers and enable the CPCA to plan as fully as possible for any potentially negative changes to the network. The CPCA will make decisions on commercial changes in line with the decision-making framework being brought to Novembers Transport Committee and referenced earlier in this report. This framework will be applied in conjunction with the transitional notice.
3.3	A previous Network Review of contracted services in 2023, outlined a range of recommendations which have been implemented. Officers publish the cost per passenger information for each bus route at the end of each financial year. These background papers are included in the appendix to this report.
3.4	The CPCA published a Network Map in early 2025. This illustrates the range of bus services within the region and outlines the frequency of each. Officers are utilising this map to inform future network design and communication with passengers (for example with the recently launched Tiger routes) The map is linked with the background paper

4. Appendices

4.1	None
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5. Implications

Financial Implications

5.1	Excluding costs directly associated with implementation of franchising, the CPCA has budgeted £27.5m for the delivery of passenger transport services in 2026/27. This includes funding from the transport levy, Mayoral precept, and other known grants. This funding is currently allocated to team costs (£1.0m), Concessionary Fares (£10.2m), Supported bus services (including community transport and BSOG funding, £15.7m) and costs for real-time passenger information and the contact centre (£0.7m). The CPCA Board sets the budget annually, taking into account in-year financial performance as well as recommendations from the Transport Committee and other stakeholders. The updated draft budget for 2026/27 will be presented to the CPCA Board at its November meeting and for formal approval in January. The Tiger Pass is not currently included in the allocation of these funds; as such other budgets will need to be reduced, or additional recurring income identified, to create capacity to pay for a permanent Tiger Pass from April 2026. An option to be considered is reducing the concessionary fares budget. At this point, officers consider it reasonable to believe a reduction in this budget by c£1-1.5m per annum would not result in an overspend in future years, however, it is acknowledged that this is a demand led budget and is therefore difficult to predict with absolute certainty. Further work will be undertaken as the MTFP is developed for 2026/27 onwards.
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	On the income side, following the Comprehensive Spending Review, an announcement of multi-year (likely 3-year) revenue bus grant is expected from the Department for Transport; however the amount, and timing of the announcement, is currently uncertain and the Business Case for franchising anticipated use of £1.3m grant from 2027/28 so any grant would only be 'additional' funding in the medium-term if it is more than this. Beyond these areas providing funding for a permanent Tiger Pass will require decisions to reduce spend, and likely service levels, elsewhere in the passenger transport budget. The current best estimate of future costs and income across the service as a whole will be incorporated into the Tiger Pass proposals presented to the Committee in November, and matched within the draft budget and Medium-Term Financial Plan which is presented to the Board in the same meeting cycle.
Legal Implications	
5.2	The Cambridgeshire & Peterborough Combined Authority (CPCA) exercises its statutory transport functions in accordance with the powers conferred under the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251). The CPCA as the Local Transport Authority for the area must deliver transport policies and interventions aligned with local economic and social priorities. The Bus Services Bill is designed to strengthen local bus networks by expanding the powers of local authorities. It removes obstacles to franchising, allows councils to establish municipal bus companies, and gives them greater control over routes, fares, and timetables. The legislation also includes provisions for staff training to better support disabled passengers, address crime, and improve safety. Furthermore, it grants transport authorities new tools to tackle fare evasion and anti-social behaviour. First introduced in the House of Lords, the bill has already progressed through several stages of parliamentary scrutiny in 2025. Whilst there are no direct legal implications arising from this report, the future options and recommendations may have financial consequences as mentioned above which may in turn impact current contracts. A review of the contracts affected by any recommendations/options will require legal input and will also mean the requirement to undertake relevant procurement exercises to ensure service continuity.
Public Health Implications	
5.3	There are no direct implications arising from this report, however the social value of bus services and association with wider public health benefits will be considered as part of the analysis of existing and future bus services.
Environmental & Climate Change Implications	
5.4	Bus services play a pivotal role in mitigating environmental impacts. Encouraging the use of public buses can significantly contribute to our efforts.
Other Significant Implications	
5.5	There are no other significant implications arising from this report.
Background Papers	
5.6	Network Review and recommendations 2023 Cost Per Passenger Assessment 2025 Cost Per Passenger 2024 - 2025 2.xlsx Network Map paper Appendix A- Bus Network Map.pdf Bus Strategy Update - page 783 of pack - 15.11.2023 Meeting

Transport Committee

15 September 2025

Title:	A141 & St. Ives Improvement Study – update on progress and public consultation
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	TBC
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:

A	Note the update on A141 & St. Ives Improvement Study project progress and delivery including the next stage of public engagement.
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving good growth
x	Increased connectivity
x	Enabling resilient communities

1. Purpose

1.1	This paper outlines the next steps as the scheme advances into its forthcoming public consultation phase, ensuring continued stakeholder engagement and transparency. The update positions the project within the wider strategic objectives for the region, reinforcing its role in enhancing connectivity, supporting economic growth, and delivering safe and sustainable transport solutions.
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2. Proposal

2.1	This paper highlights the strong progress made on the A141 & St Ives Improvement Study to date and sets out the next steps, including further strategic work and engagement with stakeholders through a forthcoming public consultation. As part of the ongoing engagement, a briefing was held for Huntingdonshire District Council members on Tuesday 2 September focussing on the programme and approach for the next stage of consultation.
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3. Background

3.1

Introduction

The A141 and St Ives Improvements Study focuses on upgrading the transport network along the A141 corridor and in and around Huntingdon and St Ives. Through these improvements, the Combined Authority aims to deliver better local and regional connectivity, supporting communities and unlocking sustainable growth.

The study closely aligns with the Combined Authority’s Local Transport and Connectivity Plan (LTCP) and Huntingdonshire District Council’s Local Plan. Both these plans identify the A141 and St Ives project as a priority, with a focus on reducing congestion, improving reliability, and enabling sustainable growth.

The LTCP states that “our A141 and St Ives Improvements project is currently being prioritised and worked on to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve the public realm, as well as improving connectivity through active travel modes, walking, and cycling. In addition, improvements to bus service provision and interchange will be taken in consideration.”

3.2

Local Growth Plan

The A141 and associated improvements form a key component of the Combined Authority’s emerging Local Growth Plan as they will enhance regional connectivity, support sustainable economic growth, and unlock opportunities for housing and employment along the corridor. By improving journey times, reliability, and safety, these improvements will facilitate key sector growth and accessibility, strengthen the resilience of the transport network, and provide a foundation for growth that benefits communities across the region.

3.3

First Consultation Feedback

Following the first stage of consultation, feedback has been carefully reviewed and used to refine and strengthen the proposals. This iterative process ensured that the scheme continues to reflect local priorities and emerging evidence, while providing a robust foundation for the Outline Business Case (OBC).

In response to key issues raised during the first consultation, AtkinsRéalis has undertaken:

A comprehensive review of active travel measures within the package, with a focus on safe, direct, and well-connected routes;

A detailed review of public transport measures, guided by operational viability and opportunities to improve reliability and connectivity; and

Additional modelling to assess the impacts of addressing rat-running and optimising road capacity through St Ives, ensuring the interventions proposed are both evidence-based and effective.

3.4

Following the Phase 1 public consultation, changes and amendments have been made and the rationale for these is outlined below.

	What has changed?	Rationale for change
Active travel	Revision of A141 route to now include new route along the A141 between Ermine Street and existing footpath connecting to St Peters Road/Kings Ripton Road followed by improvements to existing routes along Kings Ripton Road and Sapley Road. Inclusion of upgrade to existing route along Ermine Street. Inclusion of new route/upgrade to existing route along Harrison Way.	A combination of feedback from the first public consultation where respondents were keen to see upgrades to existing infrastructure as well as completely new routes as well as feedback from CCC's Active Travel team regarding moving the A141 route to run through more residential areas and to incorporate active travel provision.

		Inclusion of active travel route alongside the bypass.	
	Public transport	Removal of Park & Ride site at Giffords Farm. Review of all Public Transport services with removal of Huntingdon. Park & Ride service and public transport corridor service to Warboys and Chatteris and prioritisation of direct services between Huntingdon and St Ives.	Low demand forecast at the Giffords Farm Park & Ride relative to the other sites. In terms of the Public Transport services, various discussions were held with CCC around operational viability of the package and so a revised service strategy has been developed.
	Road	Additional measures in St Ives: - Bus gate on Meadow Lane - Reduction in speed limit to 20mph on all roads south of A1123 and west of Harrison Way - Improved capacity at B1040/A1123/Harrison Way roundabouts - Banning of right turn from A1123 to Needingworth Road - Increased green time for A1123 at Ramsey Rd junction - Extra lane southbound on Harrison Way between A1123 and Meadow Lane	We received widespread feedback at the first public consultation that the package did not address congestion in St Ives and so a series of measures have been tested to address rat-running and improve road capacity.
3.5	<u>Autumn Consultation</u> The options above will be further developed. Briefings have already been held with Huntingdonshire District Council members and officers (2 September), and further stakeholder engagement will continue as the project progresses. The second stage of consultation will focus on shaping a hybrid package with measures across active travel, public transport, and road infrastructure. By bringing together complementary interventions across all three areas, the Hybrid package offers a coherent, evidence-led strategy designed to improve connectivity, support sustainable development, and deliver tangible benefits to local communities and the wider transport network.		
3.6	<u>Overarching Programme</u> AtkinsRéalis has revised the overall project timeline, with the completion of the OBC stage by Spring 2026 and the Full Business Case now anticipated in 2027. Indicative timescales for the Business Case process are as follows (these are subject to change as clarity on potential funding routes emerges): • Spring 2026 – Completion of the OBC, including reporting of the second consultation and development of Preliminary Designs. • Summer 2026 – Assurance of the OBC and presentation to Transport Committee. • Summer 2026 – Late 2027 – Development of the FBC, including full revalidation of the OBC.		

	In response, a series of programme risk reduction meetings have been initiated to actively manage business case development delivery risks. These sessions are focused on identifying potential delays early and implementing mitigation strategies to ensure the project remains on track and aligned with the development of the OBC funding requirements and governance timelines.
3.7	<u>Homes England Research and Support</u> Through the Strategic Place Partnership, Homes England is providing funding for targeted research to identify potential investment opportunities to deliver key transport improvements along the A141. This work will explore innovative funding mechanisms, including both public and private sector contributions, to ensure that future interventions along the corridor can be effectively resourced. By generating a robust evidence base on funding options, the research will help the Combined Authority, and its partners develop a strategic, financially viable pathway for delivery, maximising the potential to unlock investment and accelerate transformational improvements that support sustainable growth and connectivity. This work should be reported to committee in Spring 2026 to feed into the business case development.

4. Appendices

4.1	Appendix A - Hybrid Option for consultation
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5. Implications

Financial Implications

5.1	To date, funding for this study has primarily been sourced from the Department for Transport's Transforming Cities Fund (TCF). By the end of the 2024/25 financial year, it is anticipated that approximately £7.3 million of funding (including TCF) will have been allocated to support this project. The forecasted profile for this project is currently under review to reflect the timelines within this update. In light of the current funding landscape, it is important to understand that the estimated cost of c.£200 million for this scheme is not presently available. To move forward effectively, the Combined Authority and its partners must collaboratively explore opportunities for securing financial support through bids to the Department for Transport (DfT) and as part of the Local Growth Plan development. This may need to involve leveraging both public and private investment to access the necessary funds. By conducting this preparatory work, we can develop a robust business case that clearly demonstrates the project's value and viability, positioning us favourably for potential funding opportunities. It is crucial that we work together to outline a strategic approach that maximises our chances of securing the investment needed to bring this initiative to fruition.
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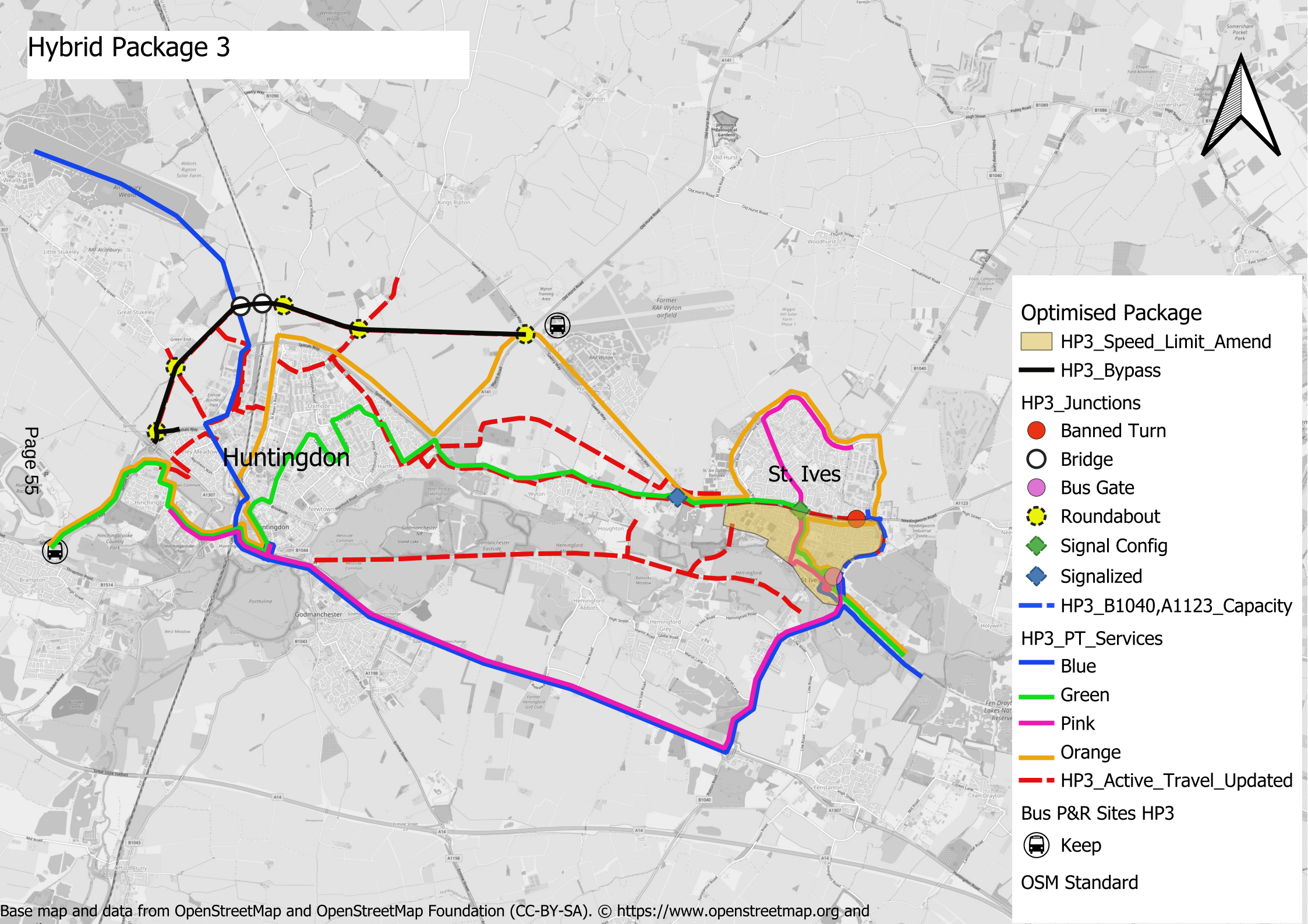
Legal Implications

5.2	There are no direct legal implications arising from the report at this stage as the consultation is being conducted by CCC who have the statutory responsibility to carry this out. A statutory consultation creates a legitimate expectation that the consultation will be conducted within a fair and transparent manner. This will mean; - Ensuring at all times that decisions are not pre-determined; - Consultees have the ability to give informed views; - Adequate time is allowed for participation; and - Feedback is taken into account before a decision is made. The Public Sector Equality Duty under the Equality Act 2010 requires public authorities to have due regard to certain equality considerations when exercising their functions such as making decisions. S.149 - 157 of the Equality Act 2010 sets out the general duty and is supported by specific duties found in regulations. The general duty requires decision-makers to have 'due regard' to the need to eliminate conduct prohibited by the act, advance equality of opportunity, and foster good relations in relation to activities such as:
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	• Recommending new or revised public policy to a Minister; • Publishing a consultation document; and • Designing and providing a public service. The Best Value Duty applies where authorities 'consider overall value, including economic, environmental, and social value when reviewing service provision'. In order to achieve the Best Value Duty, 'authorities remain under a duty to consult representatives of wide range of persons'. The duty to consult is not optional and section 3(2) of the Local Government Act 1999 provides details of those who should be engaged in consultations.
Public Health Implications	
5.3	One of the central objectives of the A141 & St. Ives Improvement Study is to enhance public health by prioritising accessibility, sustainability, and the well-being of the local community. This vision will be realised through improvements to active travel infrastructure, encouraging walking, cycling, and other sustainable modes of transport. In parallel, the urban environment will undergo significant enhancements, enhancing the urban environment to support community use, reduce congestion, and promote a healthier lifestyle for all residents. These improvements aim to create a more connected, vibrant, and resilient area for the future.
Environmental & Climate Change Implications	
5.4	The A141 & St. Ives Improvement Study will support environmental objectives through investment in measures to promote sustainability, reduce carbon emissions, and strengthen urban resilience.
Other Significant Implications	
5.5	None.
Background Papers	
5.6	A141 St. Ives Improvement Study update on progress & public consultation 08.07.25

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Hybrid Package 3



Page 55

Optimised Package

HP3_Speed_Limit_Amend

HP3_Bypass

HP3_Junctions

Banned Turn

Bridge

Bus Gate

Roundabout

Signal Config

Signalized

HP3_B1040,A1123_Capacity

HP3_PT_Services

Blue

Green

Pink

Orange

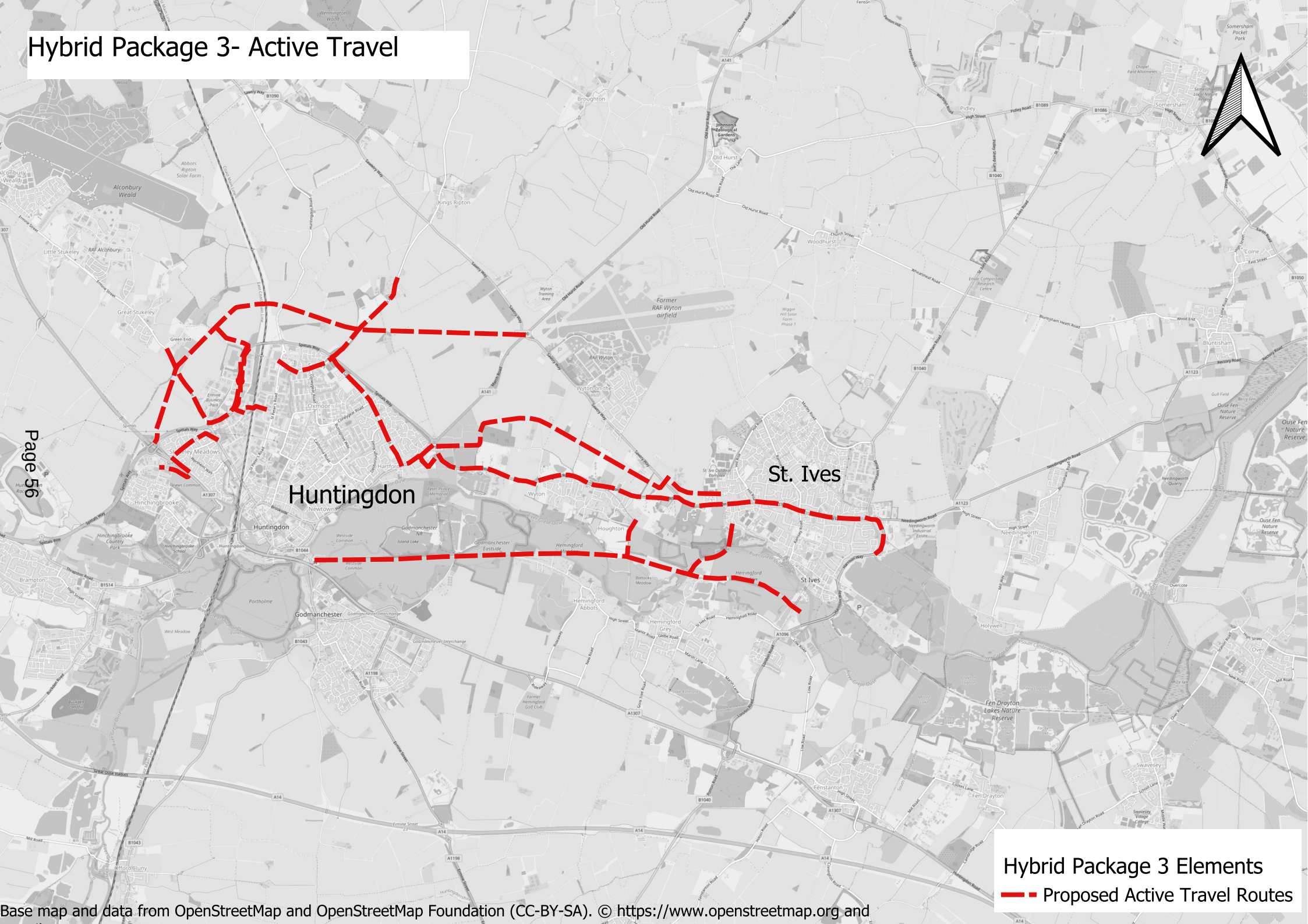
HP3_Active_Travel_Updated

Bus P&R Sites HP3

Keep

OSM Standard

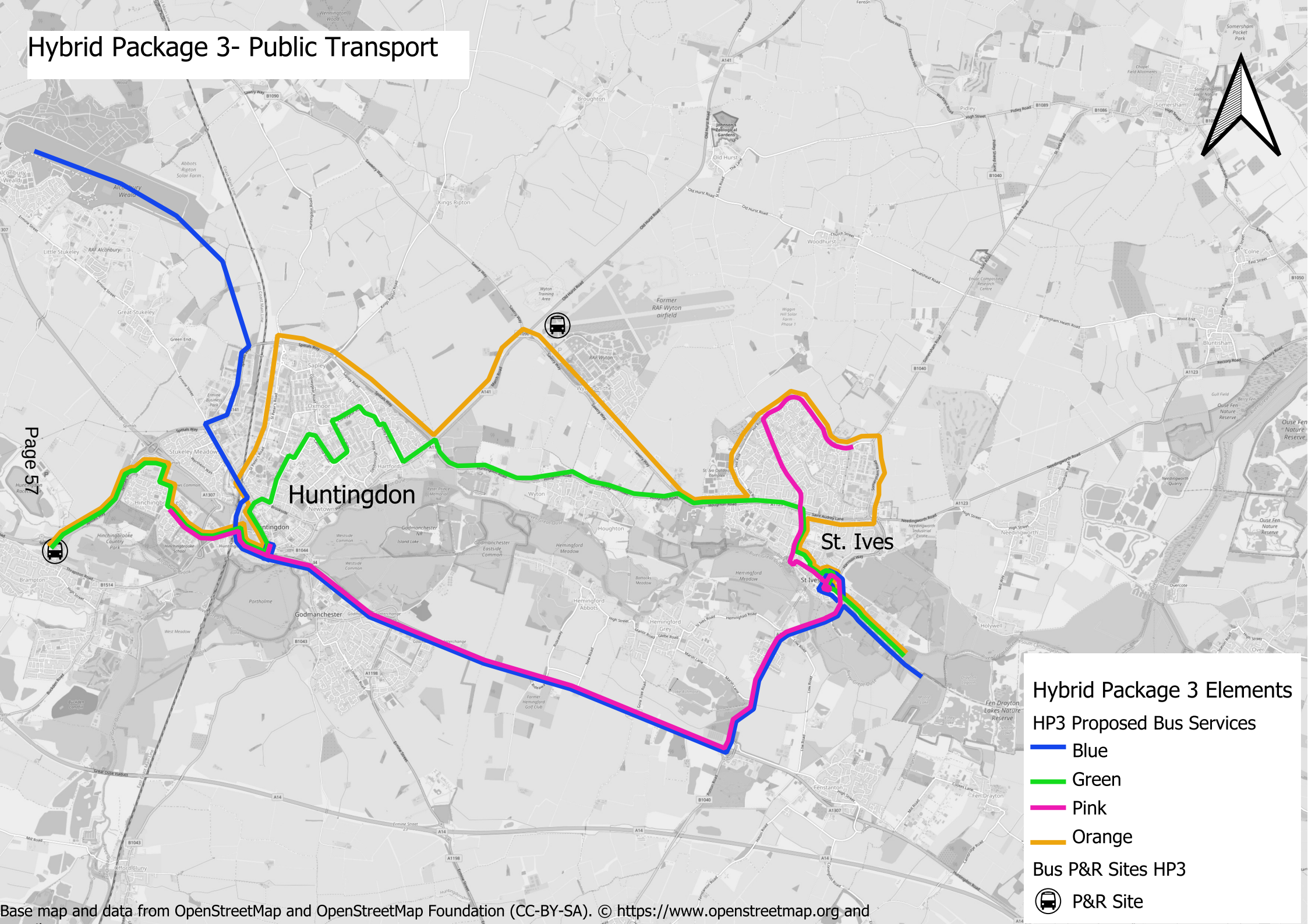
Hybrid Package 3- Active Travel



Hybrid Package 3 Elements

 Proposed Active Travel Routes

Hybrid Package 3- Public Transport



Hybrid Package 3 Elements

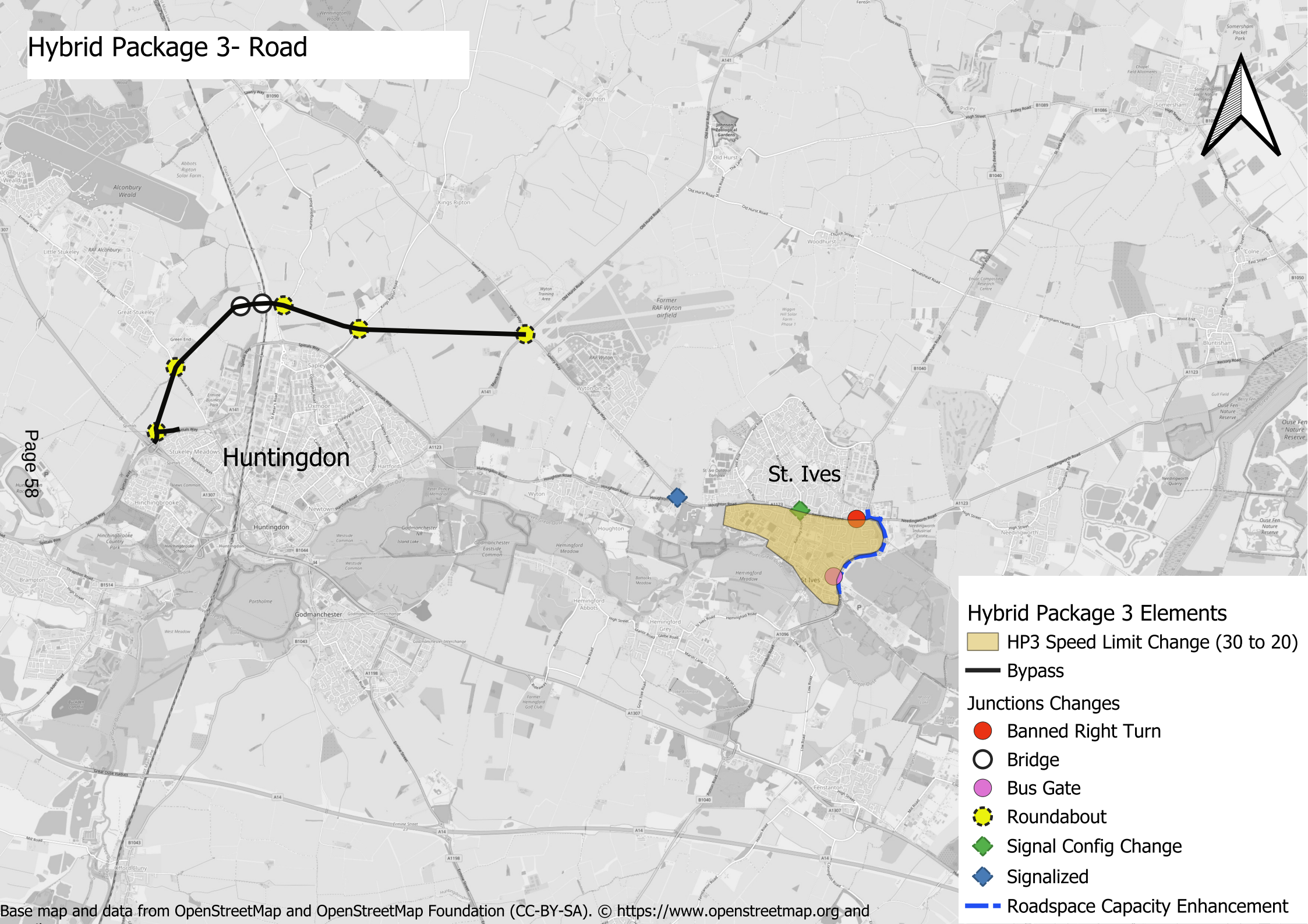
HP3 Proposed Bus Services

- Blue
- Green
- Pink
- Orange

Bus P&R Sites HP3

- P&R Site

Hybrid Package 3- Road



Hybrid Package 3 Elements

HP3 Speed Limit Change (30 to 20)

Bypass

Junctions Changes

Banned Right Turn

Bridge

Bus Gate

Roundabout

Signal Config Change

Signalized

Roadspace Capacity Enhancement

Transport Committee

15 September 2025

Title:	Ely to Cambridge Corridor Study and response to Department for Transport Project Review
Report of:	Matthew Lutz, Transport Programme Manager
Lead Member:	TBC
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:

A	To note progress on the Ely to Cambridge Corridor Study, including project remobilisation and the planned development of an Outline Business Case (OBC) for submission to the Department for Transport in 2027.
B	To endorse continued engagement with stakeholders to inform next steps to include Phase 1 consultation in Spring 2026.

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Increased connectivity
X	Achieving good growth
X	Enabling resilient communities

1. Purpose

1.1	This paper provides an update on the Ely to Cambridge Corridor Study, which is assessing the transport opportunities needed to unlock growth, enhance connectivity, and strengthen resilience along this strategically important corridor. This paper builds on previous briefings presented to the Transport (and Infrastructure) Committee in November 2024, March 2025, and July 2025. It outlines the latest developments and sets out the proposed next steps to support the Committee in providing effective oversight and guiding the strategic direction of this vital corridor, to include the submission of an Outline Business Case (OBC) to the Department for Transport (DfT) in summer 2027.
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	In parallel, the Secretary of State announced that a review would be undertaken of schemes within the Major Road Network (MRN) and Large Local Majors (LLM) Programme that have not yet reached approval or where other issues remain outstanding. The A10 Ely to Cambridge Corridor study falls within the scope of this review. The Combined Authority is preparing a response to ensure that the strategic importance of the corridor and the benefits of investment are fully communicated and understood by government.
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2. Background

2.1	Following the successful completion of a Strategic Gateway Review, the Combined Authority has remobilised work on the OBC.
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3. Progress of Strategic Gateway Review and next project steps

3.1	The Combined Authority commissioned independent consultants, ITP, to undertake a Strategic Gateway Review of the Ely to Cambridge Corridor project. The review provided a robust external assessment of progress to date and set out clear recommendations to strengthen the project's focus, governance, and policy alignment. This independent scrutiny provides assurance to decision-makers and potential investors that the scheme is being advanced on a sound, evidence-led basis. In parallel Cambridgeshire County Council (CCC), through its principal contractors, has continued to progress a defined set of critical activities for the A10 corridor thereby maintaining momentum ahead of the project's full remobilisation. More information on the ITP review can be found in July's Transport Committee meeting paper here: Strategic Gateway Review of the Ely to Cambridge Corridor Study - 8 July 2025
3.2	Work is now progressing on the OBC, with particular emphasis on the detailed assessment of shortlisted intervention packages ahead of the two planned public consultations in 2026. At the conclusion of the OBC stage in 2027, a preferred package of interventions will be identified and presented to the Transport Committee. Following Committee and Combined Authority Board approval, the package will be submitted to the DfT. The preferred package is anticipated to comprise a balanced blend of interventions, selected based on a comprehensive appraisal against all dimensions of the business case – strategic, economic, financial, commercial, and management – ensuring that the final recommendations are robust, evidence-led, and aligned with the Combined Authority's broader objectives as outlined within the emerging Local Growth Plan. A detailed technical evaluation was undertaken, with 78 options considered as part of the longlisting exercise. From these, eight packages were initially shortlisted, which align with the scheme's objectives. Each package was assessed against key criteria, including: • Scheme cost • Present value of benefits • Benefit cost ratio • Carbon impact • Unmitigated environmental impact The initial sifting led to the following list of packages that will be further developed ahead of a public consultation. • Package 1: Junction improvements • Package 2a: Offline dualling between the A14 and Waterbeach • Package 2b: Online Dualling Between the A14 and Waterbeach • Package 3a: Dualling between A14 and Ely (with the Waterbeach Bypass)

	• Package 3b: Dualling between A14 and Ely (without the Waterbeach Bypass) • Package 4: Offline Dualling between the A14 and Waterbeach and new single carriageway route to Ely • Package 5: Stretham Park and Ride • Package 6: Passenger transport corridor The Mayor has expressed a preference for ensuring that a full dualling option is considered. Officers will ensure that it is appropriately reviewed as part of the ongoing development and appraisal process. This will allow any such option to be considered alongside the packages outlined above, subject to further technical work, consultation, and appraisal. The development also needs to feed into the work on the Greater Cambridge Transport Strategy also on this agenda.																																	
3.3	As part of the project remobilisation, an ambitious programme is being drawn up with the firm aim of completing the OBC stage by 2027. The key milestones are shown below. <table><tr><th>OBC Tasks</th><th>Task Start Date</th><th>Quarter</th></tr><tr><td>Remobilisation</td><td>01/09/2025</td><td>Q3 2025</td></tr><tr><td>Preparation for Consultation 1</td><td>01/09/2025</td><td>Q3 2025</td></tr><tr><td>Consultation 1</td><td>02/02/2026</td><td>Q1 2026</td></tr><tr><td>Finalisation of the OSR and identification of a Preferred Option</td><td>07/05/2026</td><td>Q2 2026</td></tr><tr><td>Transport Modelling</td><td>19/06/2026</td><td>Q2 2026</td></tr><tr><td>Preparation for Consultation 2</td><td>07/05/2026</td><td>Q2 2026</td></tr><tr><td>Consultation 2</td><td>01/09/2026</td><td>Q3 2026</td></tr><tr><td>Feasibility Technical Work for the Preferred Option</td><td>31/07/2026</td><td>Q3 2026</td></tr><tr><td>Drafting of the OBC</td><td>02/02/2027</td><td>Q1 2027</td></tr><tr><td>CPCA issues OBC to DfT</td><td>14/06/2027</td><td>Q2 2027</td></tr></table>	OBC Tasks	Task Start Date	Quarter	Remobilisation	01/09/2025	Q3 2025	Preparation for Consultation 1	01/09/2025	Q3 2025	Consultation 1	02/02/2026	Q1 2026	Finalisation of the OSR and identification of a Preferred Option	07/05/2026	Q2 2026	Transport Modelling	19/06/2026	Q2 2026	Preparation for Consultation 2	07/05/2026	Q2 2026	Consultation 2	01/09/2026	Q3 2026	Feasibility Technical Work for the Preferred Option	31/07/2026	Q3 2026	Drafting of the OBC	02/02/2027	Q1 2027	CPCA issues OBC to DfT	14/06/2027	Q2 2027
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CPCA issues OBC to DfT	14/06/2027	Q2 2027																																
3.4	The shortlisted packages will continue to be refined to ensure they align with national and local policy, the ITP review findings, and the long-term vision for the Ely to Cambridge A10 corridor. This process is about shaping a clear, deliverable pathway to a preferred package that balances local ambition with wider strategic priorities. The next phase will focus on securing the investment needed to deliver the preferred interventions, identifying funding routes (public and private) that complement the emerging Local Growth Plan. With a sharper problem definition and a strengthened strategic case, the project will be well positioned to attract external funding and unlock delivery. The A10 corridor is a key component of the emerging Local Growth Plan therefore this stage will reinforce the Combined Authority’s ambition for the corridor: to enhance connectivity, unlock housing and employment growth and promote modal shift.																																	
3.5	<u>Department for Transport review</u> The Secretary of State announced on 8 July 2025 that a review of schemes within the Major Road Network (MRN) and Large Local Majors (LLM) Programme would be undertaken for those schemes that have not yet reached OBC approval or where other issues remain outstanding. The A10 Ely to Cambridge corridor study falls within the scope of this review. The Combined Authority is actively engaging with the process to ensure the Ely to Cambridge study remains a priority for government investment. As part of this engagement, the Authority is completing an online survey and submitting supporting evidence by the closing date of 12 September 2025. Following this initial submission, each Local Authority will have the opportunity to discuss their responses and provide additional information with DfT to ensure the assessment is fully informed.																																	

The DfT will evaluate schemes against key criteria, including affordability, deliverability, strategic fit, alignment with government missions, and value for money, before making recommendations to ministers. It has also been made clear that Local Authorities are expected to provide a minimum of 15% of scheme costs at the OBC stage and to fund any post-OBC cost increases, with no additional DfT funding available; previous Network North plan announcements are no longer applicable.

Remaining actively engaged in this review is essential. Without inclusion in the DfT assessment, the A10 corridor scheme risks missing critical funding opportunities. By positioning the scheme strategically within the review, the Combined Authority is ensuring it remains a strong contender for investment, safeguarding the potential to deliver transformational improvements along this key corridor.

4. Appendices

4.1 None

5. Implications

Financial Implications

5.1 The Ely to Cambridge Corridor A10 was identified as one of the projects likely to receive funding as part of the government's Network North statement.

However, this funding has now been confirmed as no longer being applicable. The future of the Major Roads Network (MRN) is part of the Comprehensive Spending Review that as outlined previously is currently under review. Therefore further clarity on the amount, and timing, of the funding has been sought from the DfT; however, it is unlikely that a response will be received ahead of the completion of the DfT review. The Combined Authority's draft medium-term financial plan includes an additional £3.5m capital funding over the next two financial years intended to bridge any short-term gap ahead of DfT's funding being released, but this would now be subject to confirmation of delivery funding e.g. via the MRN.

The projected allocation of this funding is estimated as follows:

Financial year	£000
2025/26	2,766
2026/27	1,747
Total	4,513

2025/26 includes £1,020 DfT grant slipped from 2024/25. The likely spend profile of this project will be reviewed over the autumn with the results feeding into the 2026/27 MTFP process and SAF change control where applicable.

Considering the current funding landscape, it is important to understand that the estimated cost at c.£300 million for this scheme is not presently confirmed as available. However the Combined Authority is working with Homes England, who are funding targeted research to identify potential investment opportunities for the A10. This work will assess innovative funding models, drawing on both public and private sector contributions, to ensure future interventions along the corridor are fully and sustainably resourced.

Legal Implications

5.2 There are no significant legal implications arising from this report. The Final Report will address the governance and decision-making processes which will need to be reviewed to align with the Combined Authority's Single Assurance Framework requirements. Cambridgeshire County Council will lead on any formal consultation to reach a preferred scheme.

Public Health Implications	
5.3	Improvements to the A10 corridor have the potential to influence public health outcomes by shaping patterns of travel and accessibility. Measures that support walking, cycling, and public transport could encourage more active travel and reduce reliance on private car use, with associated benefits for physical activity, and road safety. The extent of these impacts will depend on the final package of interventions taken forward.
Environmental & Climate Change Implications	
5.4	The A10 improvements may have implications for carbon emissions, local air quality, and the wider environment. Incorporating sustainable transport measures and supporting a shift towards low-carbon modes could contribute positively to climate objectives, while road capacity enhancements could carry risks of increased traffic demand. Environmental assessments are undertaken as part of the business case process to ensure potential impacts are fully understood and mitigated where possible.
Other Significant Implications	
5.5	N/A
Background Papers	
5.6	A10 Junctions and Dualling Outline Business Case 14.07.21 A10 Outline Business Case 12.01.22 Ely to Cambridge Corridor Study 04.11.24 Appendix A - Outline Scope for Strategic Gateway Review Ely to Cambridge Corridor Study.pdf

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Transport Committee

15 September 2025

Title:	Connecting Cambridgeshire Digital Connectivity Strategy 2021-25 Progress Update for 2024-2025
Report of:	Sarah Marsh, Programme Director – Connecting Cambridgeshire, Cambridgeshire County Council
Lead Member:	TBC
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required

Recommendations:

A	Note the content of this report and Appendix A.
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving good growth
x	Increased connectivity
x	Enabling resilient communities

1. Purpose

1.1	This report provides an update on the delivery of the Cambridgeshire and Peterborough Digital Connectivity Strategy for the period April 2024 to March 2025, highlighting progress against its objectives. It also sets out the plans for submitting a funding business case to secure investment for the next phase of the strategy, covering 2026-2029, and seeks the Committee's endorsement of the proposed approach to ensure the continued delivery of the region's digital connectivity ambitions, supporting the emerging Local Growth Plan, economic growth and connected communities.
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2. Proposal

- 2.1 The Committee is asked to note the final year progress of the 2021–2025 *Digital Connectivity Strategy*, including the outcomes achieved and the programme delivery milestones reached during this period. This provides an overview of the impact and effectiveness of the past year of the strategy delivery, highlighting key successes and lessons learned to inform future phase. This report is complemented by the *Impact Evaluation Evidence Paper: Digital Connectivity* which provides an independent evaluation on the 2021-2025 Digital Connectivity programme.
- The Committee is also asked to note the planned submission of a funding business case to CPCA for years 2–4 of the currently approved Digital Connectivity Strategy for 2025–2029. This business case will outline the investment required to continue delivering the strategy's objectives, ensuring that the region's digital infrastructure development remains on track and aligned with economic, social, and technological priorities.

3. Background

- 3.1 The delivery of the *Digital Connectivity Strategy* 2021–2025 has enabled the Combined Authority's growth ambitions for Cambridgeshire and Peterborough. By supporting the development of a high-speed, inclusive, and resilient digital infrastructure, the strategy has fostered sustainable business growth and enabled more effective public service delivery and strengthened local communities.
- 3.2 This report (Appendix A) provides a comprehensive update on all four workstreams of the strategy, detailing progress against the targets set for 2024–25. It highlights the tangible improvements in digital connectivity achieved during the financial year, including enhanced infrastructure, increased inward investment, and expanded access to high-quality digital services. Collectively, these achievements reinforce the region's position as a digitally enabled and economically dynamic area, well placed to exploit future growth ambition.
- 3.3 Key highlights include:
- Over 92% of Cambridgeshire & Peterborough premises have access to Gigabit capable broadband (this exceeds the government's target of 85% and the national average of 88%)
 - Over 46km fibre ducting has been installed or in planning to install in infrastructure schemes as part of CCC's Dig Once policy. So far, over 40 tonnes of CO2 emissions have been saved as well as reducing costly disruptions on the transport networks.
 - 4G mobile coverage improved by 4%
 - 5G mobile coverage improved by 38%
 - 83% telecommunications equipment planning applications approved
 - £9.45m government and private sector funding leveraged for the CORE 5G innovation project
 - Over £160m total supplier and government funding leveraged from a total CPCA investment of £5.8m since 2018
 - 32 flood sensors installed to monitor river levels
 - Full fibre connectivity availability to Social Housing increased from 82% to 90%
 - Business technology recycling partnership set up allowing local businesses to donate unwanted devices to those most in need.

3.4	Taken together, these achievements mean that Cambridgeshire and Peterborough are moving towards a fully connected, digitally inclusive region. The investment in gigabit broadband, fibre ducting, and 5G coverage is not just about faster internet speeds: it underpins economic growth, supports innovation in health, education, and business, and makes the region more attractive for investment. The Dig Once policy is delivering long-term environmental and financial benefits by cutting carbon emissions and reducing costly disruption on the transport network. Improved mobile connectivity and social housing access are helping to close the digital divide, ensuring that more residents and communities can access essential online services. At the same time, initiatives such as the flood sensor network are supporting climate resilience, and the technology recycling partnership is reducing waste while tackling digital exclusion. Crucially, every £1 invested by the Combined Authority since 2018 has leveraged almost £28 from government and the private sector, maximising impact and delivering excellent value for money.
3.5	The Digital Connectivity Strategy 2025-29 sets out the future direction for the region, providing a clear framework to maximise inward investment and ensure the area remains a leading priority for both commercial and government investment. By articulating strategic priorities and delivery objectives, the strategy positions Cambridgeshire and Peterborough to capitalise on emerging digital opportunities, strengthen its economic competitiveness, and support sustainable growth of the emerging Local Growth Plan. The Strategy was formally approved by the Combined Authority Board in October 2024, marking a key milestone in securing a digitally connected and future-ready region, with the potential for a further review and refresh during the 2027–29 period to ensure it remains aligned with technological, economic, and community needs.
3.6	A business case requesting the funding for the first year 2025-2026 was approved by the Combined Authority Board in November 2024. A business case requesting funding for the remaining 3 year's delivery 2026-2029 will be presented to Funding Committee and then to the Combined Authority Board in October and November.

4. Appendices

4.1	Appendix A - Connecting Cambridgeshire Digital Connectivity Progress Update 2024-25
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5. Implications

Financial Implications	
5.1	None
Legal Implications	
5.2	None

Public Health Implications	
5.3	Improving digital connectivity can have public health benefits by expanding access to healthcare services, especially in underserved or rural areas. Enhanced connectivity enables telemedicine, allowing patients to consult healthcare professionals remotely, reducing barriers such as distance, cost, and mobility issues. It also supports the dissemination of health information, improving awareness and education about preventive care, mental health, and wellness practices. Furthermore, better digital infrastructure can facilitate the use of data-driven health technologies, such as wearable devices and apps, which can monitor chronic conditions and promote healthier lifestyles. Ultimately, improved digital connectivity empowers individuals to take control of their health and fosters a more responsive and inclusive healthcare system.
Environmental & Climate Change Implications	
5.4	Enhanced connectivity can support the transition to more sustainable practices by enabling smart technologies, such as energy-efficient buildings, transportation systems, and industrial processes. Digital tools can optimise resource use, reduce energy consumption, and lower emissions by enabling remote work, reducing the need for commuting, and supporting teleconferencing instead of travel. However, it will be essential that digital growth, like all growth, is accompanied by investments in renewable energy and energy-efficient technologies. This is particularly true of the energy demand of data centres.
Other Significant Implications	
5.5	None
Background Papers	
5.6	Digital-Connectivity-Infrastructure-Strategy-2021-2025-Nov-2021.pdf (connectingcambridgeshire.co.uk)

Appendix A

Connecting Cambridgeshire Digital Connectivity Progress Update September 2025

1. Purpose

- 1.1 This report gives a summary of progress and our achievements over the past year's delivery of the Cambridgeshire and Peterborough Digital Connectivity Strategy 2021-2025.

2. Background

- 2.1 The Digital Connectivity Strategy 2021-25 set challenging targets to help ensure that the Cambridgeshire and Peterborough Combined Authority area is well positioned to take full advantage of current and emerging technology advances.
- 2.2 The Digital Connectivity Strategy is a key contributor to the Combined Authority's growth ambitions for Cambridgeshire and Peterborough, working to ensure that high speed, accessible digital connectivity infrastructure is available to all – supporting effective public service delivery, thriving communities and sustainable business growth.
- 2.3 This progress update provides an update on delivery to drive next-generation broadband connectivity and mobile coverage and enable smart technology trials to support innovation, while supporting digital inclusion initiatives, including the expansion of free public access wifi in market towns.
- 2.4 It also highlights how the programme's collaborative work with multiple partners underpins wider ambitions for the region including greater use of sustainable transport, reducing health inequality, progress towards net zero and mitigating climate change.

3. Key achievement highlights

➤ Digital Connectivity Leadership and ROI

Ensured that the Combined Authority is leading the way nationally with a successful Digital Connectivity Strategy and in the best position to influence government policy and exploit funding & innovation

Over £160m supplier and government funding in the region leveraged from a total CPCA investment since 2018 of £5.8m

➤ **Broadband coverage - national average consistently exceeded**

Over 91% premises have access to gigabit-capable full fibre, surpassing the 2025 Government target of 85% and the national average of 83%.

The Dig Once Policy - over 46KM of new fibre ducting. Saved over 40 tonnes of CO₂ emissions - equivalent to 2,000 round-trip flights between London and Paris.

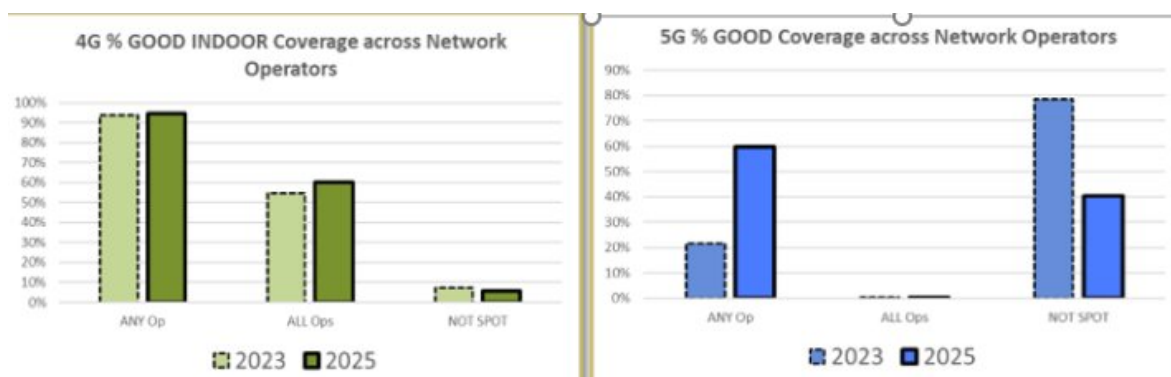
➤ **Mobile Coverage improved and major government funding success**

4G coverage improved by 4%

5G coverage improved by 38%

Improved planning application success - 89% applications approved. Encouraging further commercial investment.

5G Innovation project (CORE) success – with £9.45m private sector and government



Enabled by barrier busting, mobile operator relationship building and detailed coverage data shared with operators to highlight poor coverage.

➤ **Innovation projects – over 60 new sensors installed**

32 flood sensors installed across the region to monitor river levels.

Additional traffic sensors installed to inform and support transport projects.

29 air quality sensors installed or piloted to measure success of transport and place schemes

➤ Digital Inclusion

Economic value of digital inclusion – over £9 return for every £1 invested. (2022 Capita/Cebr report)

A £1,100 annual saving for families that are online. (2025 Good Things foundation research)

Digitally included people have far better opportunities for education, employment and access to key services such as healthcare. (Government research)

Establishing a regional Digital Inclusion strategy to maximise the benefit from Digital Connectivity, ensuring residents and businesses have the connectivity, devices and skills to take advantage of digital opportunities.

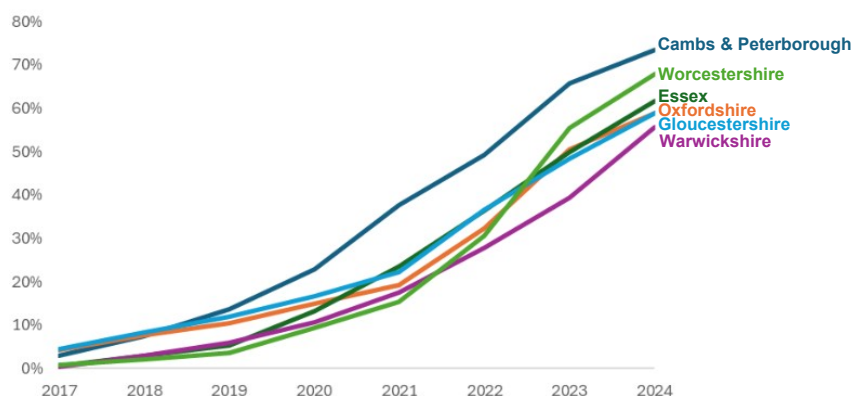
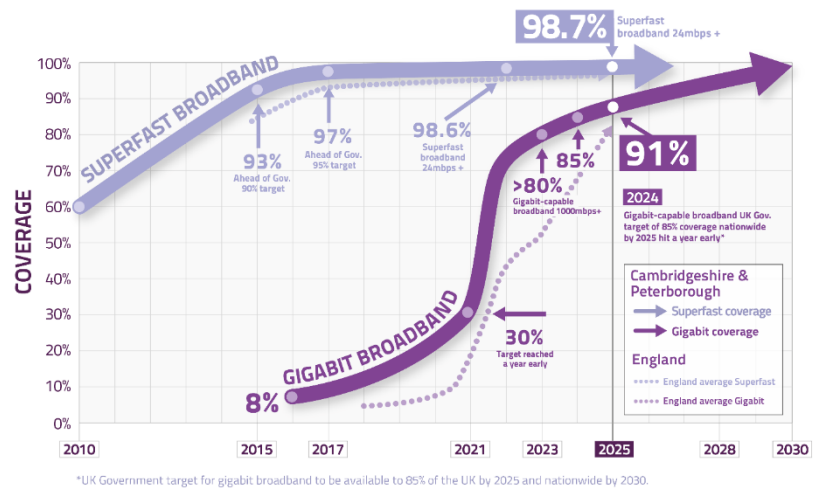


Social Value in action – City Fibre donate £40k to Peterborough Digital Inclusion Network

4. Broadband coverage

- 3.1** Cambridgeshire and Peterborough continues to lead the way in Gigabit broadband provision, with coverage levels consistently exceeding national averages and Government targets. Deployment of full fibre and gigabit-capable services has progressed rapidly through a combination of commercial investment and targeted interventions, bringing future-proof connectivity to thousands more homes and businesses. However, the rate of delivery for Project Gigabit and commercial deployment has slowed over the past 6 months due market consolidation and commercial models, and while the number of underserved areas is reducing, those that remain are increasingly complex to address.

- **Over 91% premises have access to gigabit-capable full fibre, surpassing the 2025 Government target of 85% and the national average of 83%.**



- 3.2** In March 2023, CityFibre was awarded a £69 million Project Gigabit contract to deliver gigabit-capable broadband to over 45,000 harder-to-reach premises across our region and parts of adjacent authorities. Due to the success of the Superfast Broadband roll-out and our nationally recognised barrier busting work, we were one of the first areas in the country to benefit from Project Gigabit investment. With an additional £53 million of private investment, rollout began in September 2023, with the first connections delivered in early 2024. We have been working closely with the government and City Fibre in 2024-25 to ensure that our region has the best possible coverage and value from the project.
- 3.3** Connecting Cambridgeshire continues to take a proactive ‘barrier-busting’ approach to encourage and enable Project Gigabit roll-out as well as commercial delivery of fibre and mobile, supporting telecom providers with guidance on planning, street works, and public asset access.
- 3.4** For areas not covered by commercial or Project Gigabit rollout, the programme continues to work with communities, and suppliers. We have been working with BDUK to encourage them to re-open the Gigabit Broadband Voucher Scheme in our region. The scheme has been on pause since Project Gigabit. Current signs are that BDUK may not extend the voucher scheme further and so there is more work to do to ensure there are strategies in place for those premises that are not currently in any planned rollout.

5. Use of Public Sector Assets for digital connectivity

- 5.1.** Connecting Cambridgeshire has been working with Local Authorities and industry partners to make better use of public infrastructure to support improved connectivity. Innovative plans to use street lighting columns for telecoms equipment, including small cells, sensor networks, public Wifi, and electric vehicle chargers, have been agreed and will be launched once legal agreements are in place.
- 5.2.** A funding bid submitted to the Department for Science, Innovation and Technology's (DSIT) Smart Infrastructure Pilot Programme was successful and we were awarded £220,000 to support the deployment of 'Smart Poles'. This was match-funded by industry partners that will deploy innovative connectivity solutions on to the Smart Poles whilst new sensors have been deployed by the CPCA.
- 5.3.** The pioneering 'Dig Once' policy continues to deliver economic and environmental benefits by embedding fibre ducting into transport infrastructure projects. This avoids costly retrofitting and supports broadband expansion into previously underserved areas. Fibre ducting is now being used by a wide variety of organisations including City Fibre and Gigaclear in Whittlesey, Cambridge, and Hinxton. New ducting will be integrated into the Cambridge to Cambourne Busway, Cambridge Southeast Transport (CSET) corridor and other new bus and cycle ways. Fibre ducting will also be included to join up current ducts either side of the Addenbrookes roundabout.
- **City Fibre** have used this fibre ducting to connect **over 5,000 homes and businesses** that otherwise would have been very challenging to reach across busy rail lines.
 - **Gigaclear** have used ducting to extend their network by 11k, connecting **over 2,000 homes and businesses** without additional roadworks.
- 5.4.** To date, over 46km of fibre ducting has been installed or designed into schemes for delivery by 2029. Based on Highways England's carbon calculator, the approach has so far saved over 40 tonnes of CO₂ emissions - which is equivalent to 2,000 round-trip flights between London and Paris. By 2029 this will have saved over 200 tonnes of CO₂ emissions.

6. Mobile connectivity

6.1. Improving coverage

Connecting Cambridgeshire is working closely with Mobile Network Operators (MNOs) and local authorities to improve 4G and 5G coverage and capacity. Enhanced connectivity will deliver long-term economic, social, and environmental benefits, especially in rural and hard-to-reach areas.

6.2. Identifying areas for improvement

In December 2024, the programme commissioned drive and walk testing of mobile signals across the region, focusing on known 'partial not-spots' in town centres,

business parks, major roads, and train stations. Early indicators are that 4G coverage levels have improved however, more detailed analysis is currently being undertaken. This detailed data will be used to highlight poor coverage spots to MNOs which require further investigation and liaison with operators and Ofcom/DSIT to instigate improvements.

Several areas, such as Ely and Northstowe, are already being explored for connectivity enhancements following proactive engagement with commercial operators and neutral host providers.

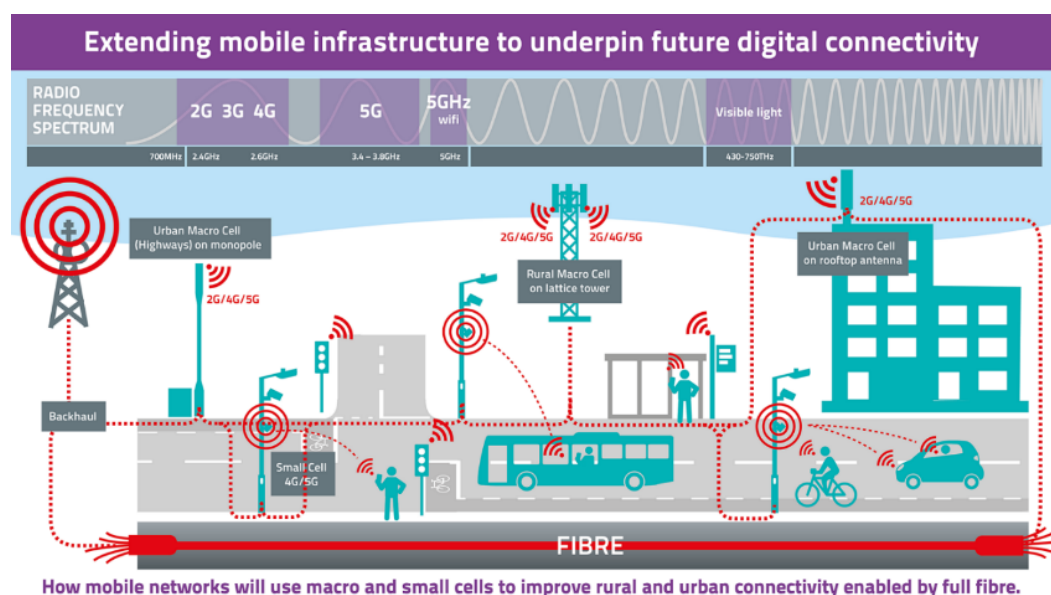
6.3. Support for mobile improvements

As part of the programme's innovative barrier-busting approach, we have collaborated with technical specialists to deliver awareness and training sessions for members, as well as planning, highways, and conservation officers across local authorities to support mobile infrastructure rollouts.

6.4. Improving planning application success

In 2024/25, planning applications for mobile infrastructure slowed down, with 20 applications and 5 notifications submitted. Of the applications decided to date, 89% were granted planning permission

6.5. Mobile coverage impact on communities and other technologies



6.6. 5G Innovation Region – Cambridge to Oxford innovation corridor

Connecting Cambridgeshire is driving forward efforts to ensure the region is well-positioned to benefit from the next generation of mobile connectivity. Cambridgeshire & Peterborough are now part of a local authority consortium project led by Oxfordshire, that has been awarded £3.9m of government funding for 5G Innovation Regions (5GIR). The England's Connected Heartland (ECH) project has a focus on demonstrating 5G and other advanced wireless technology to stimulate investment

and develop new business models. We are working closely with the project to identify future opportunities for our area.

6.7. 5G Innovation government funding - £9.45m

We were successful in a funding bid submitted to DSIT's Open Networks Ecosystem (ONE) competition in 2023 and were awarded £9.45million to support enhanced mobile capacity at high-density sites. This resulted in the formation of the Cambridgeshire Open RAN Ecosystem (CORE) project.

Led by Connecting Cambridgeshire, CORE brought together technology companies, universities, and mobile network operators to create and trial a new, advanced 5G standalone Open Radio Access Network (RAN) platform in Cambridge. The project successfully completed in March 2025 and the outcome of this project has fed into national industry standards and policy and is expected to unlock further innovation in network sharing and cost-effective deployments across the region and beyond.

7. Innovation

7.1. The programme continues to lead on the deployment of Internet of Things (IoT) technologies, supporting the region's ambitions for net zero, climate adaptation and smarter public services.

7.2. LoRa WAN IOT network expansion

The LoRa WAN low-power, long range sensor network has expanded significantly, with new gateways in Cambourne and at New Shire Hall as well as a new site in Peterborough that has been identified.

7.3. Flood Sensors

A pilot of 32 flood sensors has been installed across the region to monitor river levels, providing trend data to support and inform local authority partners and flood risk groups as well as increasing community resilience.

7.4. Air Quality Sensors

Two alternative types of air quality (AQ) sensor have been deployed in market towns and cities in the region. The first pilot of 24 low-cost sensors saw battery powered devices deployed in Cambridge, St Neots and March. While data was collected from these devices, the quality and reliability of the solution did not meet our expectations. This pilot has been invaluable in demonstrating the importance of testing innovative solutions to identify those that are fit for purpose. Consequently, the devices are now being removed and recycled following the company's closure.

7.5. Our other work on AQ sensors has seen us support the CPCA with the procurement, installation and set-up of 5 higher-cost AQ sensors. These sensors (supplied by EarthSense) have been deployed in March and Wisbech to help district and county teams understand the impacts of major works on air quality both during and after schemes have been completed. The devices provide a detailed overview of various air quality markers including NO₂, PM_{2.5} and PM₁₀ and are providing a baseline of data that can be used to understand trends and support applications for further funding in

particular areas, or feed into decision making on new infrastructure and development schemes being requested/undertaken.

7.6. Autonomous Vehicle Trials

Building on its work with the Greater Cambridge Partnership, the programme is supporting the development of a landmark autonomous vehicle (AV) trial in Cambridge. [Commercialising Connected and Automated Mobility](#)

The trials, which started earlier in 2025, and are expected to run until at least the end of September 2025, will provide vital insights into how AV's have the potential to improve the passenger experience for travellers across Greater Cambridge and beyond.

Additionally, the programme is working closely with local operators to help them understand and prepare for the integration of this technology. This initiative also allows us to assess the impact of new Autonomous Vehicle legislation on Local Authorities looking to support future deployments. The knowledge gained from these trials will be instrumental in shaping future CPCA autonomous schemes and deployments currently under consideration.

7.7. Traffic Sensors

Building on the Mobility Monitoring Network, which was established in 2022, additional traffic sensors have been installed to support teams across the county to obtain a more detailed understanding of road use. This includes installation of sensors in Cambridge with the capability to capture and analyse 'near-miss' scenarios on specific road settings such as junctions or roundabouts. While there are 17 specifically funded CPCA sensors, the collaborative efforts of the programme ensure that the CPCA have access to data collected from the full network, which now has over 100 sensors across the region. This data can be used for a wide range of purposes including understanding road use, assessing the impact of roadworks/closures, evaluating the impact of new developments or schemes and gaining understanding of changes in longer term trends at a more granular level than was previously possible with annual traffic surveys.

8. Digital Inclusion

8.1. Digital inclusion remains a strategic priority, particularly in light of growing reliance on digital services and the planned switchover from copper telephone lines by early 2027. Without intervention, this shift risks exacerbating digital exclusion, especially among vulnerable groups and small businesses.

8.2. Government call for evidence

The programme responded to the Government's call for evidence for DSIT Ministers' new [Digital Inclusion Action Plan](#) on behalf of the Combined Authority and Connecting Cambridgeshire. This feedback will help to shape the further actions the government can and should take to drive systemic change.

8.3. Digital Inclusion Strategy

The creation of a long-term, countywide Digital Inclusion Strategy building on recommendations made by the 'State of Digital Inclusion' report that was delivered in 2024. The Digital Inclusion Strategy will help address broader challenges around social inequality, skills development, and access to opportunity - ensuring no one is left behind in a digitally connected future.

8.4. Social Housing Connectivity

Collaborated with housing providers and fibre suppliers to improve connectivity in social housing — fibre access has increased from 82% in 2023 to 90% in 2025.

8.5. Free public access wifi expansion

Expanded the CambWifi network across market towns and public buildings, with new coverage for Cambourne in delivery.

8.6. Information for residents and businesses

Continuing to ensure Social Tariff awareness to highlight the cheaper broadband and mobile deals available for people on low incomes or claiming government benefits. To complement this, Connecting Cambridgeshire is working with Libraries to roll out the National Databank programme in local libraries to distribute free SIM cards and mobile data to low-income residents.

8.7. Digital Hubs grant scheme

Preparation and planning for the delivery of a Digital Hubs Grant Scheme to provide local, holistic digital inclusion support to communities (small grants to be provided to eligible community groups and organisations to provide connectivity and devices in existing community spaces).

8.8. Establish Digital Inclusion partnerships and networks across Cambridgeshire and Peterborough

Co-delivering the Cambridgeshire Digital Partnership with Support Cambridgeshire to coordinate, empower and support VCS groups and organisations to deliver community digital inclusion support.

8.9. Digital Switchover awareness and support

Raising awareness of the Digital Switchover and providing useful information for how they can prepare for their telecoms services to be switched to all digital services. Delivering business support workshops from expert digital telecoms consultancy, FarrPoint, to help support small and medium businesses across the County to successful transition to digital telecoms services

8.10. Data to inform future interventions

Cambridge Centre for Housing and Planning Research delivered behavioural insights research to shed light on the barriers and attitudes towards being online among the most digitally excluded residents, resulting in recommendations of how best to engage these residents to get online safely and confidently. This research is now being highlighted and used at a national level and has been used to inform the government's Digital Inclusion action plan.

8.11. Devices for those in need and device recycling

Encouraging local businesses to repurpose and recycle their legacy technology through our partnership agreement with Sustainable Tech 4 Good. This will allow businesses to contribute to the circular economy when going through their regular technology updates, as well as allowing us to distribute a proportion of the donated devices to digitally excluded residents.

Working with HDC to distribute digital devices purchased under their Rural England Prosperity Fund digital connectivity project to those in need to help get digitally excluded residents online.

8. Inward investment and leveraged funding

- 8.1.** Digital infrastructure is key to supporting future growth and delivering better services. The programme has established a national reputation for collaborative working at the forefront of innovation, which has enabled us to leverage significant additional public and private sector funding for Cambridgeshire & Peterborough over the past 4 years.
- 8.2.** Total funding leveraged (inward investment, external/grant funding) is **£161million**.

DIGITAL CONNECTIVITY INVESTMENT & EXTERNAL FUNDING 2018-2025

Total CPCA investment into Connecting Cambridgeshire
2018-2025 was £5,825,000

Funding Leveraged from this investment is £ 161,410,381 as detailed below

Project	Source	Description	Value	Comments on calculation/delivery	Approx Year from	Year to	
SCC	BDUK	Super connected cities Public building wifi, establishing CambWifi as the regions single sign-on, secure and free access public Wifi	710,156	>100 public buildings free public access wifi	2019	2021	External funding into projects
SCC	BDUK	Super connected cities Connection vouchers	231,764				External funding into projects
LFFN	BDUK	Grant funding for PSAR	525,000	fibre ducting	2020	2022	External funding into projects
LFFN	BDUK	Grant funding for PSBU	259,000	>100 public buildings upgraded	2019	2021	External funding into projects
RGBVS vouchers	BDUK	Rural Gigabit voucher funding	3,492,393	2159 vouchers	2018	2026	External funding into commercial
ProjectGigabit	CityFibre	Delivery of PG contract in C&P	46,000,000	36000 prems	2023	2028	Inward investment
Digital grants for busi	ERDF	Digital grants for business	707,484		2021	2022	External funding into projects
				14938 prem Investment estimated using conservative industry standard figure of £400 per prem			Inward investment
Fibre rollout	County Broadband	Commercial broadband investment	5,975,200		2019	2029	
				25303 prem Investment estimated using conservative industry standard figure of £400 per prem			Inward investment
Fibre rollout	Gigaclear	Commercial broadband investment	10,121,200		2019	2029	
				20914 prem Investment estimated using conservative industry standard figure of £400 per prem			Inward investment
Fibre rollout	Netomnia	Commercial broadband investment	8,365,600		2019	2029	
				9981 prem Investment estimated using conservative industry standard figure of £400 per prem			Inward investment
Fibre rollout	Cambridge Fibre	Commercial broadband investment	3,992,400		2019	2029	
				7700 prem Investment estimated using conservative industry standard figure of £400 per prem			Inward investment
Fibre rollout	VM/NexFibre/Upp	Commercial broadband investment	3,080,000		2019	2029	
Fibre rollout	CityFibre	Peterborough commercial rollout	35,000,000	67000 prems. Investment stated publicly by City	2019	2023	Inward investment
Fibre rollout	CityFibre	Cambridge	26,000,000	42000 prems Investment stated publicly by City	2021	2023	Inward investment
Fibre rollout	CityFibre	March commercial rollout	5,000,000	9000 prems Investment stated publicly by City Fi	2022	2023	Inward investment
Fibre rollout	CityFibre	Yaxley commercial rollout	2,000,000	3600 prems Investment stated publicly by City Fi	2021	2023	Inward investment
Gov Funding - CORE	DSIT	DSIT funding for CORE OpenRAN 5G project	6,400,000	External funding into projects	2023	2025	External funding into projects
	AWTG	Commercial partner investment	1,800,000	Commercial match funding	2023	2025	Inward investment
	Benetel	Commercial partner investment	516,000	Commercial match funding	2023	2025	Inward investment
	Wolfram	Commercial partner investment	112,000	Commercial match funding	2023	2025	Inward investment
Commercial funding	Ontix	Commercial partner investment	16,000	Commercial match funding	2023	2025	Inward investment
	University of Surrey	Academic partner investment	170,000	Match funding	2023	2025	Inward investment
	Gooii	Commercial partner investment	220,000	Commercial match funding	2023	2025	Inward investment
Gov Funding Smart							
Infrastructure Poles	DSIT	Grant funding	220,000	External funding into projects	2023	2025	External funding into projects
Small Cell Deployme	Ontix	Commercial mobile investment	105,000	Estimated value	2024	2025	Inward investment
TOTAL			161,019,207				

8.3. The Connecting Cambridgeshire team have also specified and managed a range of social value commitments from suppliers (Project Gigabit, Eastnet Connect PSN, ECH 5GInnovation Regions project), value £362,000.

CSR managed/ specified by Connecting Cambridgeshire				
Contract details (or n/a)		Item description	Value £	Theme
Project Gigabit (managed by BDUK)		Share KS1 and KS2 materials with schools		Education/Inclusion
		introduce additional products on the BDUK infrastructure. It is anticipated that a 160Mb product would be more accessible to the digitally excluded due to its affordability.		Inclusion
		voluntary orgs - Community grant large 40k p.a over 3 years - Community grants small - 1.5k for 3	200,000	Inclusion
		Provide a free connection and six months of free broadband for 50 third sector multi-access locations in the area	7500	Inclusion
		Run 10 Building Digital Capacity workshops for small businesses and social enterprise networks		Inclusion
		Work experience for 60 students from the region across the contract term.		Economy
		6 barriers to work internships lasting 6 months each		Economy
		40 build partner apprenticeships, each at 78 weeks (3,900 weeks total)		Economy
		Net Zero Strategy - report on a 90% reduction across Scopes 1 and 2		Environment
		Invest £25k in re-wilding	25000	Environment
EastNet Connect PSN		25k funding (possibly to be used to support Cambridge Digital Partnership)	25000	Inclusion
		55k funding for community connectivity - (in lieu of free VM vooom connections for community spaces as these are not feasible due to network footprint)	55000	Inclusion
ECH - 5G innovation regions. Led by Oxfordshire CC		636 6 month SIM Cards (212 p/yr over 3 yrs) - Cambridge Online submitted as preferred recipient	50,000	Inclusion
			362,500	

Useful links:

- Digital Connectivity Strategy 2025-2029
- [Digital Inclusion Action Plan](#) Gov.UK
- [Digital Inclusion Infographic](#) Mobile UK
- [Local Authority Toolkit](#) for 5G Mobile UK
- [Digital Connectivity Forum](#)
- [The Case for Cambridge](#)
- [District Digital Overviews on Connecting Cambridgeshire website](#)
- [Connecting Cambridgeshire website](#)

Transport Committee

15 September 2025

Title:	Budget and Performance Report
Report of:	Tim Greenwood, Finance Manager
Lead Member:	TBC
Public Report:	Yes
Key Decision:	No
Voting Arrangements:	No vote required.

Recommendations:

A	Note the financial position of the Transport Division for the financial year 25/26 to June 2025
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

x	Achieving ambitious skills and employment opportunities
x	Achieving good growth
x	Achieving best value and high performance

1. Purpose

1.1	To provide an update of the financial position for 2025/26 and to provide analysis against the 2025/26 budgets, up to the period ending June 2025.
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2. Background

2.1	This report provides an update of the performance against budget up to the period ending June 2025.
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3. Revenue Income and Expenditure

3.1	A breakdown of the Transport income for the period to 30 June 2025 is set out in Table 1 below.
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Table 1

Transport Income	25/26 Actual YTD £k	25/26 Budget YTD £k	25/26 Variance YTD £k	25/26 Budget FY £k	25/26 FO FY £k	25/26 Variance FY £k	25/26 Deferral £k
Highways Maintenance and Pothole Fund	-10,530	-9,372	-1,158	-37,487	-37,487	-	-
Bus Service Improvement Plan (BSIP+)	-	-	-	-10,054	-10,054	-	-
Public Transport - Bus Service Operators Grant	-	-	-	-411	-411	-	-
Active Travel 5	-	-	-	-1,607	-1,607	-	-
Peterborough Station Quarter	-	-	-	-20,597	-20,597	-	-
Transport Levy	-4,118	-4,118	-	-13,727	-13,727	-	-
Total Transport Income	-14,648	-13,490	-1,158	-83,883	-83,883	-	-

3.2 The income received to date in the year is £15m. The variance compared to budget to date is due to timing of the receipt of the highway's maintenance grant.

3.3 The forecast outturn is in line with the expected budget.

3.4 A breakdown of the Transport Revenue Expenditure for the period to 30 June 2025 is set out in Table 2 below.

Table 2

Transport Revenue Expenditure	25/26 Actual YTD £k	25/26 Budget YTD £k	25/26 Variance YTD £k	25/26 Budget FY £k	25/26 FO FY £k	25/26 Variance FY £k	25/26 Deferral £k
Active Travel Grant	-	-	-	100	100	-	-
Active Travel 5	-	-	-	183	183	-	-
Civil Parking Enforcement	-	-	-	150	150	-	-
Cycle Safety and Security	-	9	-9	18	18	-	-
Local Electric Vehicle Infrastructure	94	-	94	161	161	-	-
Local Transport & Connectivity Plan	15	120	-105	1,449	1,449	-	-
Market Towns Cycle Support	-	-	-	100	100	-	-
Try-Before You-Buy eCargo bikes project	-	18	-18	36	36	-	-
Telraam Traffic Monitors	-	13	-13	13	13	-	-
Contributions from Mayoral Precept	-3,341	-3,354	13	-11,180	-11,180	-	-
Development of Bus Franchising	93	245	-152	2,036	2,036	-	-
Public Transport - Bus Service Operators Grant (BSOG)	-	-	-	411	411	-	-
Public Transport - Bus Services	2,905	3,742	-837	14,967	14,967	-	-
Public Transport - Concessionary Fares	1,279	2,501	-1,222	10,002	9,002	-1,000	-
Public Transport - Contact Centre	5	9	-4	312	312	-	-
Public Transport - Fare Cap Extension	1,033	1,500	-467	3,456	3,456	-	-
Public Transport - Reduced Fares for Under 25's	284	740	-456	2,806	2,806	-	-
Public Transport - RTPI, Infrastructure & Information	167	85	82	339	339	-	-
Public Transport - Team and Overheads	200	239	-39	957	957	-	-
Total Transport Revenue Expenditure	2,734	5,867	-3,133	26,316	25,316	-1,000	-

3.5 Expenditure to date is £3.1m lower than budget to date mainly the area of public transport for the following reasons.

	- Public Transport Bus Services – largely due to the later starting of some contracted services. - Public Transport Concessionary Fares – the number of passengers continues to be below pre-Covid levels, despite increased marketing campaigns focused on this scheme. Increases from the introduction of pre 9.30 use have yet to be seen, although the change has been positively welcomed by passengers using the concessionary scheme. This trend will be reviewed with an updated position and forecast reported at the committee's next meeting. - Public Transport Fare Cap and Tiger Pass – the underspend here is because of delays in billing from contractors. To the end of June 2025 bills for a further £570,000 are expected for the Tiger pass and £436,000 for the fare cap. - Bus Services are underspent, primarily due a bus service that was not launched in the early summer due to no compliant bids. This is a new service, that is currently undergoing a re-design process to be tendered again for a launch later in 25/26.
3.6	Forecast outturn shows a variance of £1m for the reason noted above.

4. Capital Expenditure

- 4.1 A breakdown of the Transport Capital Expenditure for the period to 30 June 2025 is set out in Table 3 below.

Table 3

Transport Capital Expenditure	25/26 Actual YTD £k	25/26 Budget YTD £k	25/26 Variance YTD £k	25/26 Budget FY £k	25/26 FO FY £k	25/26 Variance FY £k	25/26 Deferral £k
A10 Upgrade Capital	148	-	148	1,513	1,513	-	-
A141 SOBC	612	-	612	4,280	4,280	-	-
A16 Norwood Dualling	-	-	-	233	233	-	-
BP Roundabout Non Motorised User Crossing	71	-	71	260	260	-	-
Active Travel	471	697	-226	5,064	5,064	-	-
Countywide Speed Reduction	7	-	7	407	407	-	-
East Park Street	-	-	-	122	122	-	-
Fletton Quays Footbridge	-	-	-	4,364	4,364	-	-
Highways Maintenance and Pothole Fund	-	9,372	-9,372	37,487	37,487	-	-
March junction improvements	488	330	158	3,956	3,956	-	-
Peterborough Station Quarter LUF	-	-	-	21,932	21,932	-	-
Smaller Road Safety Measures	1	-	1	11	11	-	-
Soham Station	-	-	-	153	153	-	-
Road Safety Fund	-	-	-	500	500	-	-
Wisbech Access Strategy	-3	-	-3	1,350	1,350	-	-
Bus Stop Infrastructure	-	-	-	1,000	1,000	-	-
Total Transport Capital Expenditure	1,795	10,399	-8,604	82,632	82,632	-	-

- 4.2 Expenditure to date is significantly lower than budget at £8.6m. This is because the first quarter payment of the highways maintenance grant has not been made. This is due to delays in signing off the grant agreements between CPCA and the highways authorities

- 4.3 Forecast outturn is in line with expected budget.

5. Implications

Financial Implications

5.1	There are no financial implications other than those included in the main body of the report.
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Legal Implications

5.2	The Combined Authority is required to prepare a balanced budget in accordance with statutory requirements.
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Public Health Implications

5.3	N/A
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Environmental & Climate Change Implications

5.4	N/A
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Other Significant Implications

5.5	N/A
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Background Papers

5.6	None
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TRANSPORT COMMITTEE WORK PROGRAMME – 2025-2026

Notes

Committee dates shown in bold are confirmed.
Committee dates shown in italics are TBC.

The definition of a key decision is set out in the Combined Authorities Constitution in Chapter 6 – Transparency Rules, Forward Plan and Key Decisions, Point 11
<http://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Constitution-.pdf>

- * indicates items expected to be recommended for determination by Combined Authority Board
- + indicates items expected to be confidential, which would exclude the press and public.

The agenda dispatch date is five clear working days before the meeting.

Standing items are shaded blue and are considered at every Committee meeting:

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
08/07/25	Minutes of previous meeting		Jo Morley Governance Manager	No	n/a	17.06.24
	Public Questions (if received)		Jo Morley Governance Manager	No	n/a	
	Director's Highlight Report		Judith Barker Executive Director – Place & Connectivity	No	n/a	
	Election of Vice Chair	To elect a Vice-Chair of the Committee	Jo Morley Governance Manager	No	n/a	

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Local Electric Vehicles Infrastructure (LEVI) Update		Emma White Acting Transport Strategy & Policy Manager	No	n/a	
	Ely to Cambridge Corridor Study	An update from the Strategic Gateway Review and next steps	Matthew Lutz, Transport Programme Manager	No	n/a	
	Bus Network Update KD2025/033	To consider the revision of the local bus fare cap scheme and a proposal for the new Tiger pass scheme	Andrew Highfield, Assistant Director, Public Transport Services	No	n/a	
	Transport Strategy	To update the Committee on the LTCP sub-strategies	Emma White Acting Transport Strategy & Policy Manager			
	A141 Consultation Update	To update the Committee on the progress following the first stage of consultation and the plans for the second stage of consultation.	Matthew Lutz, Transport Programme Manager	No	n/a	
	Budget and Performance Paper		Tim Greenwood Finance Manager			
	TIC Work Programme		Jo Morley Governance Manager	N/A		
15/09/25	Minutes of previous meeting and Action Log		Jo Morley Governance Manager	N/A		05.09.24
	Public questions (if received)		Jo Morley Governance Manager	N/A		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Director's Highlight Report		Judith Barker Executive Director – Place & Connectivity	N/A		
	Bus Franchising Update	To update the Committee on the progress of the Bus Franchising Implementation	Andrew Highfield, Assistant Director, Public Transport Services	No	n/a	
	Connecting Cambridgeshire Annual Report	To update the Committee on the Connecting Cambridgeshire project	Tim Bellamy, Assistant Director Transport	No		
	Bus Network Real Time Information System	To approve the approach to the region's bus network real time information re-procurement	Andrew Highfield, Assistant Director, Public Transport Services			
	Sustainability Plan and support for Cambridge Dial-a-Ride (camDAR)	To review actions taken so far by CamDAR and the forward plan to achieve more sustainable running of the scheme	Bess Sayers, Public Transport Business Manager	No		
	Greater Cambridge Transport Strategy Update	An update on the Greater Cambridge Transport Strategy	Tim Bellamy, Assistant Director Transport			
	A141 Public Consultation		Matthew Lutz, Transport Programme Manager			
	A10 Progress and Packages		Matthew Lutz, Transport Programme Manager			
	Contracted Bus Services Review – KD2025/045		Andrew Highfield, Assistant Director, Public Transport Services			

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Budget and Performance Paper		Tim Greenwood Finance Manager			
	TIC Work Programme		Jo Morley Governance Manager	N/A		
<u>15/10/25</u> <u>(Reserve Date)</u> CANCELLED *Date to be used for briefing session						
17/11/25	Minutes of previous meeting and Action Log		Jo Morley Governance Manager	N/A		07.11.25
	Public questions (if received)		Jo Morley Governance Manager	N/A		
	Director's Highlight Report		Judith Barker Executive Director – Place & Connectivity	N/A		
	Bus Franchising Update	To update the Committee on the progress of the Bus Franchising Implementation	Andrew Highfield, Assistant Director, Public Transport Services	No	n/a	

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Transport Strategy	An update on LTCP strategies and a proposal on Monitoring and Evaluation	Tim Bellamy, Assistant Director Transport			
	Mass Rapid Transit Update	To provide members with a progress update, outlining next steps, and seeking endorsement for the proposed approach to stakeholder engagement and potential pilots.	Tim Bellamy, Assistant Director Transport			
	Transfer of Cambridge City Council Taxi Voucher Scheme	To request budget and resources to enable the Cambridge City Council Taxi Voucher scheme to be transferred to the CA	Bess Sayers, Public Transport Business Manager	No		
	Community Transport Review final report	Final report from Consultant review of Community Transport across the region	Bess Sayers, Public Transport Business Manager	No		
	English Devolution White Paper Implementation	To update the Committee on the English Devolution White Paper implementations	Tim Bellamy, Assistant Director Transport			
	Contracted Bus Services Review - KD2025/045	To present the results of an interim review into current contracted bus services.	Andrew Highfield, Assistant Director, Public Transport Services	Yes		
	E-Scooter Trial Update and Next Step - KD2025/054	To seek approval for the time extension of the scooter trial in Cambridge and to seek approval to proceed with a procurement for the operator to cover the time extension	Anna Graham, Transport Programme Manager	Yes		
	Budget and Performance Paper		Tim Greenwood Finance Manager			

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	TIC Work Programme		Jo Morley Governance Manager	N/A		
12/01/26	Minutes of previous meeting and Action Log		Jo Morley Governance Manager	N/A		02.01.26
	Public questions (if received)		Jo Morley Governance Manager	N/A		
	Director's Highlight Report		Judith Barker Executive Director – Place & Connectivity	N/A		
	Bus Franchising Update	To update the Committee on the progress of the Bus Franchising Implementation	Andrew Highfield, Assistant Director, Public Transport Services	No	n/a	
	Budget and Performance Paper		Tim Greenwood Finance Manager			
	TIC Work Programme		Jo Morley Governance Manager	N/A		
04/03/26	Minutes of previous meeting and Action Log		Jo Morley Governance Manager	N/A		24.02.26
	Public questions (if received)		Jo Morley Governance Manager	N/A		

Committee date	Agenda item	Report Purpose	Lead officer	Report to CA Board for decision	Reference if key decision	Agenda despatch date
	Director's Highlight Report		Judith Barker Executive Director – Place & Connectivity	N/A		
	Bus Franchising Update	To update the Committee on the progress of the Bus Franchising Implementation	Andrew Highfield, Assistant Director, Public Transport Services	No	n/a	
	Budget and Performance Paper		Tim Greenwood Finance Manager			
	TIC Work Programme		Jo Morley Governance Manager	N/A		

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