



# TRANSPORT AND INFRASTRUCTURE COMMITTEE

**FRIDAY, 24 JANUARY 2025 -**

Venue:	Civic Suite, Pathfinder House, St Mary's Street, Huntingdon PE29 3TN	
Time:	10.00 am	
Present:	Cllr Anna Smith (Chair) Councillor Sam Wakeford	Cambridge City Council Huntingdonshire District Council
	Dr Nik Johnson	CPCA Mayor
	Councillor Neil Shailer	Cambridgeshire County Council
	Councillor Alan Sharp	East Cambridgeshire District Council
	Councillor Chris Seaton	Fenland District Council
	Councillor Angus Ellis	Peterborough City Council
	Councillor Peter McDonald	South Cambridgeshire District Council
	Rebecca Stephens	Business Board Representative

## Minutes

1	<b>Apologies for Absence</b>
	Apologies were received from Andy Williams, Business Board Representative.
2	<b>Declaration of Interests</b>
	<p>Cllr Seaton declared two interests as he was a trustee of FACT Community Transport and also Chair of the Hereward Community Rail Partnership.</p> <p>The Chair, Cllr Anna Smith declared an interest in the East West Rail (EWR) item as she represented a ward that ran alongside the EWR line and was also an owner of a flat within the ward located near the line. While their property was outside the red zone indicated on the map, she acknowledged that discussions, particularly concerning the eastern entrance to the station, could impact her ward. The Chair affirmed that this interest did not preclude her from voting but she wished to ensure transparency.</p> <p>Cllr Neil Shailer also declared an interest in the EWR item as the rail route ran through his ward.</p>
3	<b>Minutes of the previous meeting and Action Log</b>
	<p>The minutes of the meeting of 4 November 2024 were approved as an accurate record.</p> <p>The Action Log was noted by the Committee.</p>
4	<b>Public Questions</b>
	<p>Three 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 <a href="#">here</a></p> <p>Present at the meeting were Ms Riva Elliott and Mr David Cope (Question 1) on behalf of the Hemingford Hoppa Development Team. Attending virtually were Tim Jones, Chair of Cottenham</p>

	<p>Parish Council (Question 2) and Annable Sykes, resident (Question 3). 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 would be published on the website after the meeting.</p> <p>Supplementary questions and comments were as follows:</p> <p>David Cope (Q1) expressed a desire for continued dialogue with the CPCA post the Mayor's bus reform decision.</p> <p>Tim Jones(Q2) welcomed the response and expressed a strong interest in participating in future e-scooter expansions, emphasising the village's proximity to the existing trial area and the availability of suitable cycle paths. He also requested a review of the Sutton bus service and its original route, which was intended to serve Cottenham and nearby villages. Officers provided additional clarification regarding the Sutton to Longstanton Park and Ride service (previously known as Tiger 12), stating the service was included in the precept-funded proposals, which had now gone out to tender, and further discussions would take place to refine the route design.</p> <p>Ms Sykes (Q3) further questioned the Combined Authority's stance on supporting freight via the Newmarket line, arguing that it contradicted the claim of route agnosticism. She emphasised the cost implications and the adverse impact on affected residents. The Chair acknowledged the concerns and suggested that further discussion on these issues would take place during the scheduled debate on the East West Rail item later on in the agenda. Ms. Sykes was encouraged to remain for the discussion and to follow up with officers if additional information was needed.</p> <p>The Chair thanked all participants for their contributions and emphasised the importance of ongoing community engagement in shaping regional transport strategies.</p>
5	<p><b>Forward Plan</b></p>
	<p><u>RESOLVED</u> A. That the Combined Authority Forward Plan be noted.</p>
6	<p><b>Director's Highlight Report</b></p>
	<p>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. David Mitchell from Cambridgeshire County Council joined the meeting virtually to answer any Members' questions on the A141 consultation.</p> <p>During discussion, the following points were noted:</p> <ol style="list-style-type: none"> <li>a) Officers confirmed that the Local Electric Vehicle Infrastructure (LEVI) bid had been submitted in November. The feedback, which was expected in late Spring/Summer, would then be brought to a meeting of the Committee. Work continued to ensure equitable distribution across the Combined Authority area.</li> <li>b) It was clarified that the Greater Cambridge Transport Strategy applied to Cambridge City and South Cambridgeshire but had wider regional impacts due to Cambridge's status as a regional centre. Two initial member steering group meetings had taken place, focusing on programme planning for the Strategy, an engagement plan for broader discussions, and development of an evidence base. A paper would be brought forward in March covering the Local Transport and Connectivity Plan (LTCP) Sub Strategies which would include the Greater Cambridge Transport Strategy. Post-Mayoral elections, further engagement would be undertaken, including discussions with wider authorities within Cambridgeshire, Peterborough, and beyond. Members emphasised the need for proper engagement with people outside the Greater Cambridge area who worked or spent leisure time there. The working group would ensure engagement was thorough while maintaining a focus on relevant planning authorities.</li> <li>c) A draft response to the Transport Select Committee's inquiry into rail investment had been prepared and would be circulated to Committee members before submission. Key topics included Ely Junction capacity issues, the need for additional railway stations and improved interconnectivity and interchange facilities.</li> <li>d) The E-Scooter trial had resulted in a 22% year-on-year growth in usage, equating to 42,000 fewer</li> </ol>

	<p>car trips. There was also a decline in accident rates due to online training and licensing requirements and the Police had given positive feedback regarding the trial's management and safety measures.</p> <p>e) Tiger routes bus procurement had been delayed as an operator had been unable to deliver services as per their tender and withdrew from the process. The situation was resolved in early January, and a re-procurement exercise had now commenced.</p> <p>f) Tiger on Demand or Demand-responsive travel (DRT) services faced delays but are now being rolled out across Fenland, East Cambridgeshire, South Cambridgeshire, and Huntingdonshire. Officers outlined the revised communications plan for Tiger on Demand, which included online and offline engagement, distribution of promotional materials through local authorities and community groups, drop-in sessions at libraries and community hubs, and traditional and social media campaigns. The Mayor acknowledged the efforts of the communications team and emphasised the importance of collaboration with local councils to enhance awareness of the DRT service.</p> <p>g) The consultation on the A141 ran until 27th November, with a wide-ranging public response. The consultation report would be presented in full at a future meeting. David Mitchell confirmed that all relevant members had been informed ahead of the consultation launch on 16th October.</p> <p>h) Members discussed the Ely Area Enhancement project, which is crucial for increasing freight capacity to the Midlands and North. Assurance was given that lobbying efforts for the project continued with active engagement from the Mayor and local MPs.</p> <p><b>RESOLVED:</b></p> <p>A. That the Transport and Infrastructure Committee note the report.</p> <p><b>ACTION:</b></p> <p>1. Officers to circulate to Members the draft response to the Transport Select Committee's inquiry into rail investment</p>
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	<p>as per their tender and withdrew from the process. The situation was resolved in early January, and a re-procurement exercise had now commenced.</p> <p>Tiger on Demand or Demand-responsive travel (DRT) services faced delays but are now being rolled out across Fenland, East Cambridgeshire, South Cambridgeshire, and Huntingdonshire. Officers outlined the revised communications plan for Tiger on Demand, which included online and offline engagement, distribution of promotional materials through local authorities and community groups, drop-in sessions at libraries and community hubs, and traditional and social media campaigns. The Mayor acknowledged the efforts of the communications team and emphasised the importance of collaboration with local councils to enhance awareness of the DRT service.</p> <p>The consultation on the A141 ran until 27th November, with a wide-ranging public response. The consultation report would be presented in full at a future meeting. David Mitchell confirmed that all relevant members had been informed ahead of the consultation launch on 16th October.</p> <p>Members discussed the Ely Area Enhancement project, which is crucial for increasing freight capacity to the Midlands and North. Assurance was given that lobbying efforts for the project continued with active engagement from the Mayor and local MPs.</p> <p><b>RESOLVED:</b></p> <p>A. That the Transport and Infrastructure Committee note the report.</p> <p><b>ACTION:</b></p> <p>1. Officers to circulate to Members the draft response to the Transport Select Committee's inquiry into rail investment</p>
<p>8</p>	<p><b>Bus Reform Consultation Report</b></p>
	<p>Judith Barker, Executive Director Transport and Connectivity provided an overview of the bus reform consultation report and introduced the following team members to address questions from the Committee:</p> <ul style="list-style-type: none"> <li>• Andrew Highfield, Assistant Director Public Transport Services,</li> <li>• Richard Jeremy, Bus Reform Programme Manager</li> <li>• Robe Emery, Assistant Director of Finance</li> <li>• Ed Coleman, Head of Communications, Engagement and Public Affairs</li> </ul> <p>At this point, the Chair highlighted to the Committee that as the decision to make a franchising scheme was a Mayoral one, the Mayor would not take any part in the discussion. In response, the Mayor acknowledged the extensive effort and engagement involved in the process and reiterated his role in listening and ensuring no predetermination. He thanked all contributors, including the public, for their input, highlighting the importance of achieving the right outcome for residents across the region.</p> <p>The Chair opened the floor for questions and comments and during discussion the following points were noted:</p> <ol style="list-style-type: none"> <li>a) Members noted that with 63% of consultation respondents supporting franchising, and only 12% opposed, strong public approval had been demonstrated.</li> <li>b) Members reiterated the significance of franchising as a transformative opportunity for the region, and emphasised the importance of financial stability, rural connectivity, and sustainable implementation strategies</li> <li>c) Members underlined the need for improved connectivity in rural areas and asked about future plans for the network.</li> <li>d) If a decision was made in favour of franchising in early 2025, then the first services would be scheduled to go live towards the end of 2027 which was in line with the experience of Greater Manchester Combined Authority, who made a decision early in 2021 and went live with the first tranche of services in September 2023.</li> <li>e) Councillors asked for more information on the funding streams for franchising beyond the mayoral precept. Officers clarified that the mayoral precept and transport levy were relied on within the financial modelling, as they were the funding sources directly within the control of the Combined Authority. This satisfied the independent auditor's checks. However, several other funding sources (e.g., government grants, reallocation of capital funds, and potential changes to the use of existing taxation changes <a href="#">[AS11]</a> ) were also available. It was further clarified that it was legally prohibited to borrow funds to meet ongoing revenue franchising costs.</li> </ol>

- f) The creation of a reserve fund was included in the financial model, with the level benchmarked against other CA areas either franchised or developing their proposals. This had been approved by the Board in the Medium-Term Financial Plan to buffer against potential financial downturns, irrespective of franchising or enhanced partnership decisions.
- g) It was noted that within the proposals there were plans to relocate and enhance bus depots in Peterborough and Cambridge to support the opportunities for all operators to tender for services and in the future, to enable electric vehicle adoption.
- h) Current demand levels were used as a baseline for modelling and Department for Transport (DfT) guidelines informed the projections for increased service levels and reliability benefits, under both franchising and enhanced partnership options.
- i) The importance of focus groups in capturing rural perspectives and the necessity of ongoing stakeholder engagement, utilising the consultation data already captured, was emphasised.
- j) Councillors highlighted the challenges faced by rural residents, citing past experiences with abrupt loss of bus routes, and felt that the commercial nature of the current system often conflicted with public service needs.
- k) Franchising carried risks but the current system and enhanced partnership also involved significant risk and franchising offered stronger control and greater potential for long-term benefits.
- l) Officers confirmed that Enhanced Partnership involved negotiation with existing operators, and would particularly require the agreement of larger operators, and lacked guaranteed benefits without mutual agreement, whilst franchising, by contrast, provided the public sector with greater control over planning and delivery.

**RESOLVED:**

On being proposed by Cllr Ellis, and seconded by Cllr Shailer, representing the two Highways authorities (Peterborough City Council and Cambridgeshire County Council), the Committee unanimously resolved to:

- a) Note the completion of the bus reform consultation process, its extent and the responses received
- b) Note the contents of the Westco Consultation Report at Appendix 2
- c) Recommend to the Combined Authority Board that it approves the contents of the CPCA Consultation Response Report at Appendix 3
- d) Recommend to the Mayor that he makes a franchising scheme as set out at Appendix 5, complying with all associated statutory requirements.

A recorded vote had been proposed by the Chair and unanimously agreed by the Committee. Mayor Dr Nik Johnson was present to listen to the debate but did not vote to avoid predetermination The voting was therefore recorded as follows:

	FOR	AGAINST	ABSTAIN
Cllr Angus Ellis	x		
Cllr Peter McDonald	x		
Cllr Chris Seaton	x		
Cllr Neil Shailer	x		
Cllr Alan Sharp	x		
Cllr Anna Smith	x		
Cllr Sam Wakeford	x		

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The Chair proposed a change to the running order so that item 9 the East West Rail Consultation Update and item 12 the Royston to Granta Park Strategic Transport Study would be heard next. This was unanimously approved by the Committee. The minutes are laid out in the published running order but the number shown in brackets shows the order in which the items were heard at the meeting.

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**9 Local Transport and Connectivity Plan (LTCP) Monitoring and Evaluation Update**

Emma White, Acting Transport Strategy and Policy Manager introduced the report which provided an update on the Local Transport and Connectivity Plan (LTCP) and the proposed updates to the Monitoring chapter of the LTCP, particularly in relation to the revised Key Performance Indicators

	<p>(KPIs).</p> <p>During discussion, the following points were noted:</p> <ul style="list-style-type: none"> <li>a) Concerns were raised regarding KPI C1 in the appendix, noting that it was the only item referring to digital connectivity rather than transport. It was suggested that digital connectivity, including broadband, mobile coverage, and accessibility differences between residential and commercial areas, should receive greater prominence and that evaluating connectivity should be based on factors such as income levels and social housing access.</li> <li>b) Further discussion focused on the importance of ensuring granularity in data collection. The Chair expressed a dilemma between proceeding with the proposed KPIs and ensuring they were fully refined. The Chair inquired about the capacity to amend and further refine the KPIs and suggested the possibility of a workshop for committee members to explore the details further.</li> <li>c) Officers noted that procurement and cost considerations for data collection had not yet been finalised, meaning there would be opportunities for further refinement.</li> <li>d) The Executive Director emphasised the importance of performance reporting transparency and reassured the Committee that ongoing work on monitoring and evaluation would provide insights into the impact of investments, such as the precept-funded routes and Tiger Card usage.</li> <li>e) The Member for South Cambridgeshire District Council highlighted the upcoming opening of Cambridge South Station as a case study for monitoring connectivity improvements and modal shift.</li> <li>f) A proposal was put forward to defer the item to the March 19th CA Board meeting, allowing for a workshop prior to the March 5th Transport and Infrastructure Committee (TIC) meeting to refine the KPIs further.</li> </ul> <p><u>RESOLVED:</u> On being proposed by Cllr Smith and seconded by Cllr Shailer the Committee unanimously resolved:</p> <ul style="list-style-type: none"> <li>A. To take note and comment on update to Local Transport and Connectivity Plan's monitoring and evaluation.</li> <li>B. <b>To defer the voting on recommendations B and C as outlined in the report and shown below, to the 5 March meeting of the Transport and Infrastructure Committee when a revised report will be presented, following a members' workshop to further explore aspects of the KPIs and performance reporting.</b></li> <li><del>B. To recommend to the Combined Authority Board to approve the updated LTCP Monitoring and Evaluation Key Indicators (as documented and recommended in Appendix A).</del></li> <li><del>C. To recommend delegating authority to the Assistant Director for Transport, in consultation with the Chief Finance Officer and Monitoring Officer, to enter into contracts with delivery bodies for the development of LTCP Monitoring and Evaluation KPIs that will be subsequently tabled at an appropriate Transport and Infrastructure Committee.</del></li> </ul> <p>*Text in <b>bold</b> denotes an additional recommendation</p> <p><u>ACTION:</u></p> <ul style="list-style-type: none"> <li>1. Officers to organise a workshop to discuss the LTCP Monitoring and Evaluation</li> </ul>
10	<p><b>East West Rail Consultation Response</b></p>
	<p>Tim Bellamy, Assistant Director Transport introduced the report which presented the Committee with the Combined Authority's response to the East West Rail non-statutory consultation.</p> <p>During discussion, the following points were noted:</p> <ul style="list-style-type: none"> <li>a) The response aligned with the Local Transport and Connectivity Plan (LTCP) and broader objectives for sustainable, inclusive, and integrated transport solutions. It was emphasised that the submission did not preclude individual responses from constituent councils, stakeholders, or the public, particularly concerning local matters.</li> <li>b) The response was developed collaboratively with input from the Transport Committee, Environment and Sustainability Committee, Business Board, and local leaders. Two workshops were held to gather perspectives, and multiple drafts were circulated for review. The submission</li> </ul>

	<p>aligned with responses from England’s Economic Heartland, local authorities and the County Council to ensure regional consistency.</p> <p>c) In response to representation from local stakeholders a member raised the issue of the potential impact on food security Officers confirmed that an additional section addressing food security impacts had been drafted for inclusion in the response.</p> <p>d) The Chair highlighted the importance of full electrification and station connectivity to prevent isolated stations with poor accessibility.</p> <p>e) Officers explained that dualling the Newmarket line would ensure regional connectivity from Suffolk to Oxford and allow for potential new station development. Future engagement with national bodies and government agencies would continue.</p> <p>f) The need for additional cycle parking at Cambridge Central Station was highlighted.</p> <p><u>RESOLVED:</u> The Committee resolved to: A. Note the Combined Authority’s response to the East-West Rail Company’s non-statutory consultation</p>
11	<p><b>Fletton Quays Footbridge (Cygnet Bridge)</b></p>
	<p>Anna Graham, Transport Programme Manager introduced the report which provided an update on the progress of Cygnet Bridge, formerly Fletton Quays Footbridge.</p> <p>During discussion the following points were noted:</p> <p>a) The Member for Peterborough expressed gratitude to the Investment Committee and the CA Board for approving the additional funding, emphasising the bridge’s importance for the City in connecting growth areas and improving active travel routes for cyclists and pedestrians.</p> <p>b) It was noted that the increased costs were in line with general construction cost trends and that the project remained a high-value investment.</p> <p>c) The Mayor praised the officers for their efficiency in managing funding challenges and reiterated the Combined Authority’s commitment to investing in Peterborough. He reflected on the importance of well-designed infrastructure projects in enhancing community pride and connectivity.</p> <p><u>RESOLVED:</u> A. To note the progress of the Fletton Quays Footbridge, also known as the Cygnet Bridge</p>
12	<p><b>BP Witchford Roundabout Non-Motorised User Feasibility Study Update</b></p>
	<p>Robert Jones, Transport Manager introduced the report which provided an update on the project progress of the BP Witchford Roundabout Non-Motorised User (NMU) feasibility study. The report highlighted the consultation that is underway at present.</p> <p>During discussion the following points were noted:</p> <p>a) The importance of providing safe passage for cyclists and pedestrians at the junction was emphasised.</p> <p>b) The Chair commended the consultation process, and the significant number of responses already received, thanking officers for their efforts.</p> <p>c) Members expressed strong support for the initiative.</p> <p><u>RESOLVED:</u> A. To note the contents of the report</p>
13	<p><b>Royston to Granta Park Strategic Transport Study</b></p>
	<p>Emma White, Transport Programme Manager introduced the report which updated the Committee on the final draft of the Infrastructure Delivery Framework</p> <p>During discussion, the following points were noted:</p> <p>a) Members emphasised the urgent need to address capacity issues at key junctions, particularly the</p>

	<p>McDonald's roundabout because of the projected increases in traffic from the expansion of the Genome Campus. The Combined Authority was urged to work with partners to re-evaluate queuing issues.</p> <p>b) Members advocated for National Highways to reopen the southbound slip road at Junction 9 to alleviate A505 congestion.</p> <p>c) The long-term nature of this study and the importance of integrating strategic growth plans into the refinement of transport solutions was acknowledged.</p> <p>d) The Outline Business Case was currently unfunded but any funding secured would progress through the CA's Single Assurance Framework</p> <p>e) Officers emphasised that the Strategic Outline Case established the justification for changes and that future work would need to incorporate emerging developments and growth trends.</p> <p><u>RESOLVED:</u></p> <p>A. To note the progress to date on the Royston to Granta Park Strategic Transport Study</p>
14	<b>Work Programme</b>
	<p>No questions or comments on the Work programme were raised by Members</p> <p><u>RESOLVED:</u></p> <p>A. That the Transport and Infrastructure Committee Work Programme be noted.</p>
15	<b>Exclusion of the Press and Public</b>
	<p>It was resolved that the press and public be excluded from the meeting on the grounds that the next report contains exempt information under Part 1 of Schedule 12A the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed. The public interest in maintaining the exemption must be deemed to outweigh the public interest in its publication.</p>
16	<b>Peterborough Station Quarter Full Business Case Update</b>
	<p><i>Discussion was held in exempt session</i></p> <p><u>RESOLVED:</u></p> <p>A. To note that the Investment Committee (13 January 2025) agreed to recommend to the Combined Authority Board to agree the Full Business Case (FBC) which is being submitted to Department for Transport. With their approval, this would then enable the drawdown of funding from the £47.85m capital investment from HM Government's Levelling Up Fund.</p> <p>B. To note that subject to the Department for Transport's approval of the Final Business Case (FBC), a Grant Funding Agreement will be executed with Peterborough City Council, in accordance with the delegations granted by the Combined Authority Board in March 2023.</p>
17	<b>Date of Next Meeting</b>
	5 March 2025.