



Transport & Infrastructure Committee

24 January 2025

Title:	Director's Highlight Report: January 2025
Report of:	Judith Barker, Executive Director – Place & Connectivity
Lead Member:	Councillor Anna Smith, Chair of Transport and Infrastructure Committee
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 and Infrastructure, 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	<p>March Area Transport Study (MATS) Broad Street Opening</p> <p>The March Area Transport Study (MATS) is a key initiative in Cambridgeshire and Peterborough, designed to enhance traffic flow, improve road safety, and support future growth and development. The comprehensive programme aims to address critical infrastructure needs to ensure the March area is equipped to handle increasing demands while fostering sustainable and efficient transport options.</p> <p>The initial phase of MATS was successfully completed and opened in autumn 2024. The improvements made during this phase are already making a noticeable difference in the area's transport and its sense of place. To provide a clear illustration of the progress, the appendix to this paper includes before-and-after photographs that highlight the transformative impact of these works.</p>
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The press release relating to the opening of the initial phase is located here: [March transformation marks new chapter for historic market town - Fenland District Council](#)

In summary the MATS project has a number of different workstreams since the project began:

Work Stream	Schemes	Status
Full Business Case 1 (FBC1)	Broad Street	FBC 1 complete and scheme construction is nearly finalised
Full Business Case 2 (FBC2)	Twenty Foot Road Hostmoor Avenue Peas Hill St Peter's Road With / without Northern Industrial Link Road (NILR only at prelim-stage)	FBC 2 complete Twenty Foot Road approved and construction commencing St Peter's Road approved and construction commencing Hostmoor Avenue – Peas Hill – needs additional funding to be secured and guaranteed
Full Business Case 3 (FBC3)	Northern Industrial Link Road (NILR)1	Approved and commencing
Minor Improvements	Number of minor improvement schemes completed ahead of FBC completion	Complete
Walking and Cycling	Walking and Cycling Strategy Number of schemes including design with and without construction	Complete

The next phase of the MATS project is now advancing in close partnership with Cambridgeshire County Council, focusing on delivering transformative infrastructure improvements that will strengthen the region's transport network. A key element of this phase is the completion of Full Business Case 3, which is dedicated to the development of the Northern Link Road, a critical component of the area's strategic connectivity plan. Additionally, this stage includes essential upgrades to Twenty Foot Road and St Peters Road, addressing longstanding capacity and safety challenges.

These infrastructure enhancements represent a significant investment in the region's future, with construction expected to unfold over the next two years. The improvements will deliver enhanced connectivity, reduce congestion, and support seamless traffic flow, while underpinning the continued economic growth and development of the area. This phase not only aligns with broader transport and development goals but also ensures that the MATS project delivers tangible benefits to local communities and businesses alike. To successfully deliver the full programme of work planned for March, additional funding will need to be identified and secured from alternative sources. This is necessary due to the financial constraints within the Medium-Term Financial Plan, which limits the availability of sufficient funds to support the complete scope of the project

3 Strategy Updates

3.1 LTCP sub-strategy work update

Since March 2024, the LTCP sub-strategy work has been presented to both this Committee and the Combined Authority Board for approval, along with the scopes of several key strategies for feedback and comment. The following provides an update on the current status of these strategies:

- Fen Roads Strategy: Procurement for the development of this strategy is currently underway, with progress being closely monitored. The Fen Roads Trial was also approved by the Investment Committee in December.
- Active Travel Strategy: Cambridgeshire County Council has been commissioned to lead this work in collaboration with the Combined Authority and Peterborough City Council. Initial activities have commenced, setting a solid foundation for the strategy's development.
- Road Safety / Vision Zero: The scope for this strategy has been agreed upon, and we are now in the final stages of preparing procurement documents to move forward.
- Mobility Hubs: The scope for the Mobility Hubs strategy has been finalized, with procurement documentation being finalized in preparation for the next steps.

	<ul style="list-style-type: none"> • Micro-Mobility Strategy: The scope has been confirmed, and we are currently finalizing procurement documents for this key initiative. • Rail Strategy: Work is progressing on the strategy's scope, with the strategy expected to be brought back to the Committee for comment in Summer 2025. • Freight Strategy: The scope for this strategy is under development, with an anticipated return to the Committee for feedback in 2025. <p>These updates reflect the ongoing efforts to shape a comprehensive and forward-thinking approach to transport and connectivity across the region, ensuring alignment with the overarching goals of the Local Transport and Connectivity Plan (LTCP).</p>
3.2	<p>Greater Cambridge Transport Strategy</p> <p>In addition to thematic strategies, we also have sub-regional strategies in development to support the LTCP and Local Plan delivery.</p> <p>Preliminary work on the Greater Cambridge Transport Strategy is in progress, focusing on building a strong foundation through comprehensive evidence gathering, and rigorous assessment. This phase aims to establish a clear understanding of transport challenges, opportunities, and future needs across the region, acknowledging the importance of the strategy for the Local Plan.</p> <p>Simultaneously, efforts are being made to design an inclusive and robust approach to stakeholder engagement and options assessment. This approach will ensure that the strategy is informed by different perspectives, balancing technical expertise with the insights and priorities of partners. By combining thorough analysis with collaborative input, the Greater Cambridge Transport Strategy is being positioned to deliver effective transport solutions.</p> <p>A member steering group is considering this progress and has oversight of the programme plan and engagement strategy development.</p>

4 Combined Authority activity updates

4.1	<p>Consultations</p> <p>The Combined Authority responded to the Transport East (TE) consultation on Enabling Powers, which explored how Sub-National Transport Bodies, such as TE, could seek additional powers from the government to enhance their ability to deliver effectively for both local and national partners in a rapidly evolving transport landscape.</p> <p>In our response, the Combined Authority expressed support for the proposals outlined, with the condition that this position does not and will not undermine the powers or authority of the Cambridgeshire and Peterborough Combined Authority and its partners, both now and in the future. We are committed to ensuring that any changes or new initiatives align with our regional priorities, while safeguarding the integrity of our current and future responsibilities.</p> <p>In addition, the Combined Authority has responded to the <i>Suffolk 2040</i> consultation on their Local Transport Plan, offering support for several key initiatives, particularly those related to rail infrastructure. The Combined Authority's officer response endorsed the inclusion of rail-related projects, with specific reference to the Haughley Junction and the Ely Area Capacity Enhancement. Additionally, officers emphasised the significance of incorporating the Snailwell Loop into ongoing discussions, highlighting its role in enhancing the broader rail network. The Combined Authority also expressed support for the proposed improvements to the Newmarket section, which are essential for addressing future transport needs and ensuring sustainable growth in the region.</p> <p>Officers participated in a Transport Select Committee briefing on the work of MCAs and are participating in 2 inquiries that they have initiated:</p> <p>Buses connecting communities – Transport Select Committee Inquiry (Call for Evidence)</p> <p>Transport Select Committee launched its first inquiry of the new Parliament, Buses connecting communities.</p> <p>The scope stated that buses are the most widely used form of public transport. However, in many parts of England, both service provision and passenger numbers are in decline. The Transport Committee will examine the role of bus services in connecting rural communities with nearby towns and suburban areas.</p>
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The inquiry will evaluate the effectiveness of recent Government policy in tackling the decline in bus services. It will explore the social and economic consequences of poor connectivity and consider whether innovations in alternative service models could provide solutions. The Committee will also scrutinise how the Government's proposed bus reforms address the particular challenges faced by rural areas and local authorities outside of major cities.

The closing date for submission was 17 January and we can confirm that the team worked with the Chair of the Committee to make a submission to this important enquiry.

Rail Investment Pipelines – Transport Select Committee Inquiry (Call for Evidence)

The Transport Select Committee is seeking written evidence to inform its work on developing a stable and transparent long-term rail investment pipeline. Contributions are requested by 7 February 2025. Their key areas of focus are summarised below:

- Barriers to Long-Term Investment Pipelines
- Funding Sources and Frameworks
- Transparency and Certainty for Industry
- Industry Engagement
- Workforce Development
- Strategic Alignment

This inquiry provides the Combined Authority with an opportunity to propose solutions, such as Ely Area Capacity Enhancements and to outline a roadmap for sustainable rail development. Officers will be providing a technical response in a timely manner.

Integrated National Transport Strategy

The Department for Transport (DfT) is developing the Integrated National Transport Strategy (INTS) that aims to shape the design, construction, and operation of transport in England over the next decade. The INTS aims to establish a unified national vision that prioritises the needs of transport users, placing people at the heart of decision-making. It aims to empower local leaders to deliver seamless, integrated transport solutions tailored to the unique needs of their communities.

The Combined Authority is actively supporting the DfT in developing the strategy's various workstreams, ensuring local insights and expertise contribute to shaping their vision. Additionally, officers will provide a comprehensive technical response to the government's call for ideas (deadline of 30 January), helping to inform and refine the development of its INTS.

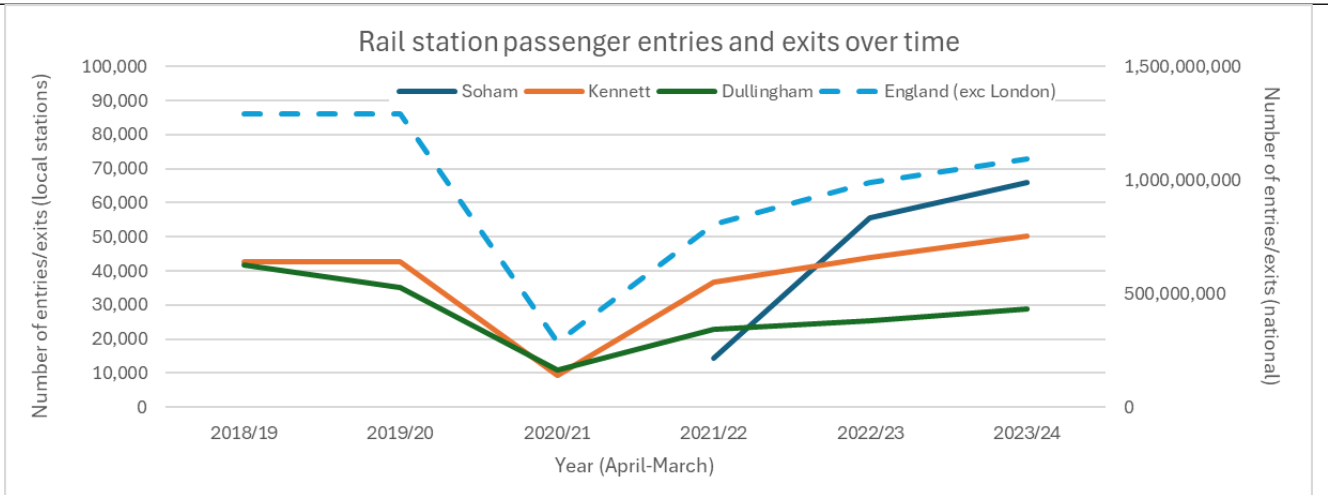
4.2

Soham Station Reporting

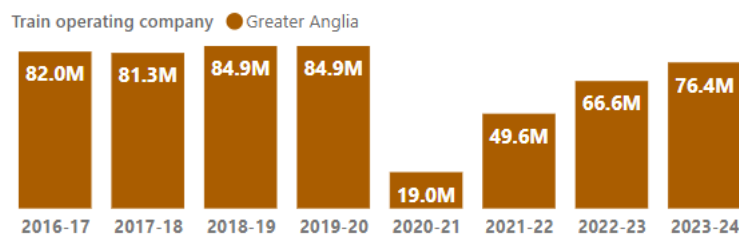
This section provides an update on the passenger numbers for Soham Station, as requested by Transport and Infrastructure Committee (TIC) members. This data follows substantial efforts and analysis by the Combined Authority's Strategic Transport and Policy & Insights teams, who have worked diligently to gather and assess the relevant information. The following report outlines the findings and insights, offering a comprehensive view of the station's current usage and performance.

Latest official national statistics on [rail passenger numbers](#) released by the Office for Rail and Road (ORR) in November 2024 reported a total of 65,912 passenger entries and exits at Soham station from April 2023 to March 2024. This is an increase of over 10,000 passengers compared to 2022/23, an increase of 18.7%. Nationally, the number of passenger entries and exits across all stations in England rose by 15.8% over the same period. Excluding London stations, there was an increase of 10.2%.

The graph below shows passenger numbers over time for Soham and nearby stations. These are plotted across two graphs due to the significant differences in usage at each station. The dashed line on the first graph represents the England average total (excluding London).



The graph shows the impact of the Covid pandemic and associated lockdowns on rail passenger numbers locally and nationally and there are still fewer passenger journeys than pre-pandemic levels at most train stations across Great Britain. Excluding London, exits/entries across England in 2023/24 were 15.6% lower than in 2018/19. The reduction in passengers is also reflected in the graph below showing passengers on services operated by Greater Anglia, which runs train services to/from Soham.



The ORR data shows that the main origin or destination station for Soham was Cambridge, with 22,688 journeys to/from Cambridge in 2023/24. Previously, Ely was the main origin or destination station for Soham, with 18,414 journeys to/from Ely in 2022/23.

Stations have been ranked by the ORR in order of use, where 1 is the most used station. Soham's rankings over the past three years are shown in the table below and the increase in usage has seen the ranking improve over this period. By contrast, the Shippea Hill station also in East Cambridgeshire is ranked the second lowest open station in Great Britain, with just 70 entries/exits reported in 2023/24.

	April 2021 to March 2022	April 2022 to March 2023	April 2023 to March 2024
Soham ranking (1 is most used)	2,229	1,907	1,889
Total number of stations in Great Britain	2,568	2,575	2,581

The entry/exit data can be split by ticket type. The latest data for Soham station shows that just under half (48%) of entries/exits related to reduced tickets (time/day restricted tickets and advance-purchase tickets), 38% to full tickets (unrestricted tickets) and 14% to season tickets.

4.3 Local Electric Vehicle Infrastructure (LEVI) update

Information on the LEVI Capability Fund can be found here: [Local electric vehicle infrastructure fund - Energy Saving Trust](#).

The revised and enhanced business case for the £5.4 million Capital LEVI Fund was successfully submitted on 15 November 2024. This critical milestone underscores our commitment to advancing sustainable transport solutions across Cambridgeshire and Peterborough. The proposed programme focuses on the development and implementation of innovative schemes designed to improve accessibility to electric vehicle (EV) charging infrastructure for residents who lack off-street parking, such as driveways.

	<p>This initiative aims to bridge the gap in EV charging provision, empowering more residents to make the transition to electric vehicles. By addressing a key barrier to EV adoption, the programme will contribute to reducing carbon emissions and supporting cleaner, greener communities. The proposed schemes reflect a forward-thinking approach, leveraging advanced technology and strategic planning to ensure equitable access to charging points in urban and rural areas alike.</p> <p>Through this ambitious project, we aim to enhance regional connectivity, drive economic growth, and support the broader goals of sustainability and innovation. The submission of this updated business case represents a pivotal step towards realising a transformative vision for Cambridgeshire and Peterborough, fostering an environment where electric mobility can thrive for all.</p> <p>With the submission milestone completed; the next phase of the project is now underway. This includes advancing the engagement plan, refining the commercial and procurement strategies, and working through how fund will be equitably distributed across the Combined Authority area to ensure fair access to charge points. Additionally, efforts will focus on maximising private sector leverage to optimise the impact of the funding.</p> <p>As the work progresses, further updates will be provided to the TIC, including insights from the feedback received on the LEVI bid and ongoing developments in the project.</p>
4.4	<p>Vision Zero – road harm reduction programme update</p> <p>The Vision Zero programme continues to advance, demonstrating strong momentum toward its goal of eliminating road harm. The Strategic Board convened in late November 2024, marking a pivotal step in driving the progress forward. Following this meeting, key actions have been cascaded to the respective workstream leaders who met in December and discussed how to deliver directives from the Board.</p> <p>A notable milestone was the inclusion of Cambridge and Peterborough public health representatives on the multi-agency Board. Their expertise and insights promise to enrich discussions, bringing a vital public health perspective to the collective effort to reduce road harm. Their contributions are expected to enhance the programme’s holistic approach, fostering innovative strategies to improve safety and wellbeing across our communities.</p> <p>The Board met during Road Safety Week (18 – 24 November) when Vision Zero representatives attended a community safety event in Ely.</p> <p>A key priority for the Vision Zero programme is advancing a funding application through the Combined Authority’s Single Assurance Framework process. This step is essential to unlocking the allocated capital funds, enabling the programme to transition from planning to action. By securing this funding, the programme can begin sponsoring the array of targeted road harm reduction initiatives that have been carefully identified, driving tangible progress toward safer roads for all.</p> <p>A comprehensive workplan for the 2025/26 financial year has been scoped and endorsed by the Strategic Board. This workplan is now being advanced to the Investment Committee as part of the SAF (Strategic Assessment Framework) process for review and approval. The proposed workplan features a diverse programme of schemes, strategically designed to support the various agencies within the Partnership in achieving a significant reduction in road harm. These initiatives are intended to go beyond existing commitments, delivering enhanced safety measures and innovative solutions that align with the Partnership’s overarching goals.</p> <p>A detailed business case document is currently in development, providing an in-depth overview of the proposed programme, its objectives, and anticipated outcomes. This business case will be formally presented to the Investment Committee in February 2025 for their consideration and decision-making. This workplan represents a collaborative effort and a forward-thinking approach to road safety, showcasing our collective commitment to reducing harm and improving outcomes across the region</p>



East Cambs Community Safety Partnership (CSP) Event 21 November Ely

4.5 Active Travel

Cambridgeshire County Council has been entrusted with the leadership of developing the Combined Authority’s Active Travel Strategy, supported by contributions from Peterborough City Council officers, the Combined Authority, and a wide range of key regional partners. The inaugural meeting for this significant initiative took place in November 2024, setting the stage for a highly collaborative process designed to define and enhance active travel opportunities across the region. As the strategy progresses, a draft is anticipated to be presented to the Committee in the summer of 2025. This draft will offer a forward-thinking and cohesive vision, blending local insights with regional priorities, with the ultimate goal of fostering sustainable, safe, and inclusive travel options that benefit all communities.

To enhance safety and accessibility in rural areas, Brampton Road has been chosen by Cambridgeshire County Council, with the support of Sustrans, as the pilot location for the Quietway initiative. Quietways are specifically designed to reduce vehicle speeds and improve road conditions, thereby creating safer, more enjoyable routes for walking, wheeling, and cycling. Sustrans has led the public engagement efforts, ensuring active community involvement and fostering local support. In late November 2024, two resident meetings were held to gather feedback, provide information, and discuss the project’s benefits, which include promoting safer and more sustainable travel options for rural communities.

For more details on the pilot study, please visit: [Grafham to Brampton Quietway Pilot Project | Cambridgeshire County Council](#).

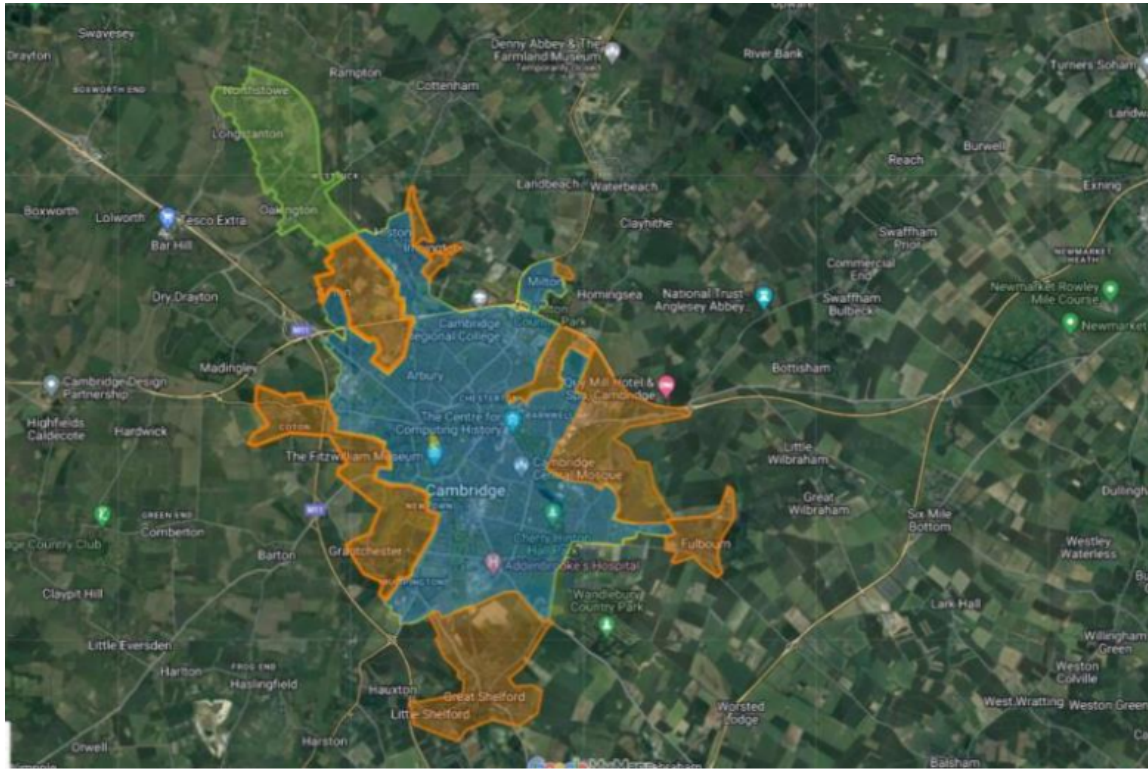
Additionally, a new walking competition, inspired by Love to Ride, is set to launch in the region. Street Tag is an innovative online platform that encourages residents to engage in physical activity by rewarding them for exploring their community, parks, and green spaces. Participants collect virtual tags during an eight-week challenge to accumulate points, with the community or family group amassing the most points receiving gift vouchers as a prize. This initiative aims to further promote active living and strengthen community engagement.

4.6 E-Scooter Expansion

At its meeting on 13 March 2024, the TIC approved the submission of proposed boundary changes to the existing e-scooter trial area for consideration by the Department for Transport (DfT). The application has now received formal approval from the DfT, following a delay caused by the election process.

A detailed briefing has been shared with the TIC, outlining the background to the proposed changes and the planned next steps. To ensure the rollout is effective and well-supported, the introduction of new trial areas will follow a phased approach. This will allow for meaningful engagement with local members and the Police to address any concerns and ensure smooth implementation.

The map below illustrates the current trial area, marked in blue, alongside the proposed additional trial areas, shown in orange and green. This expansion aims to build on the success of the existing trial and further support the integration of e-scooters into the region’s sustainable transport network.



As part of the expansion, Voi is planning to trial a more accessible e-bike design tailored to a broader range of users. These new e-bikes are lighter, lower, easier to mount, and more manoeuvrable, aiming to enhance inclusivity and appeal, particularly among women riders. This initiative supports the growth of women’s participation in active and sustainable travel.

Voi has allocated 200 of these e-bikes for a pilot programme in Cambridge, a number deemed sufficient to gather meaningful user feedback while ensuring a reliable density of service. To maintain balance and avoid over-saturation in the city centre, it is proposed that the pilot operates in a new designated area outside the city centre.

Northstowe has been identified as a promising location to launch this initiative, subject to further local engagement. This approach not only provides an opportunity to test the e-bikes in a distinct operational area but also ensures the central urban environment remains manageable and well-integrated with existing e-scooter and e-bike services.

4.7 **A47 From Minister for the Future of Roads**

The Minister, Lilian Greenwood MP, has responded to the A47 Alliance’s letter, which called for a firm government commitment to the A47 RIS 1 improvements and advocated for greater investment in this vital route. In her response, the Minister highlighted the ongoing capital spending review, which is set to shape the DfT’s new long-term transport investment strategy. She noted that while the review is underway, projects that demonstrate strong value for money and support economic growth will continue to progress.

Construction has commenced on two key dualling schemes along the A47 (both located within Norfolk) namely the North Tuddenham to Easton and Blofield to North Burlingham sections. Both projects are scheduled for completion and expected to open to traffic in 2026-27. These initiatives mark significant steps forward in enhancing connectivity and capacity along the corridor.

The Minister also confirmed that the A47 Great Yarmouth Vauxhall Junction scheme has been cancelled, as announced in the recent budget. Furthermore, the DfT was unable to provide specific assurances regarding other A47 projects at this stage. These schemes, along with other road initiatives, will be assessed as part of the wider strategic review, with updates to follow once the review is concluded. This reinforces the importance of continued advocacy for the A47’s inclusion in future transport priorities.

The LTCP seeks a package of improvements to the A47 between Peterborough, Wisbech and Kings’ Lynn, including much-needed upgrades to junctions and interchanges are necessary to increase accessibility across the region. In the longer-term, the Combined Authority will continue to explore the case to address capacity on the A47, further reducing journey times and reliability as well as address safety for all road users including commuters and freight.

	The A47 Alliance is meeting in mid-January, and a verbal update can be provided at the meeting.
4.8	<p>Whittlesey Relief Road Strategic Outline Business Case (SOBC) Project</p> <p>Led by Fenland District Council, the public consultation for the project ran from 23 October until 22 November. Three consultation events were delivered during this time, and the consultation material was made available to view at the Whittlesey Town Council offices and online. More than 850 engaged with the consultation in person plus more accessing the information online.</p> <p>A total of 310 survey responses were collected through the consultation with additional feedback and comments provided through the events.</p> <p>Overall, a significant majority of the responses reflect strong support for a relief road and the need for other interventions such as better passenger transport and active travel infrastructure.</p> <p>The final version of the SOBC will incorporate the consultation feedback and will be submitted for the CPCA independent review in early 2025. To continue to further develop the project the Combined Authority will be working with Fenland District Council to ensure alignment with the LTCP. Subsequently, to continue advancing the project, it will be essential to identify and secure additional funding from alternative sources. This is required due to the financial limitations within the Medium-Term Financial Plan, which currently restrict the available funds needed to fully support the project's scope.</p>
4.9	<p>A16 Norwood</p> <p>The A16 Norwood Full Business Case seeks to enable housing growth and address safety and capacity concerns of the A16/A47/Welland Road roundabout and environs. The project has an interdependency with the two developers of the neighbouring site adjacent to the A16. For the project to achieve its objectives it will need to link into the proposed development access and a link road through the site, connecting the A16 with the Newborough Road. This will enable the Newborough road to be closed to traffic accessing the A47, preventing vehicles using the roundabout to U-turn and adversely affecting the functioning of the roundabout.</p> <p>The Business Case is provisionally complete but cannot proceed to approval until funding certainty is established and additional information and design details are provided by the developers regarding the proposed site access. This process aligns with the developer's timeline, which may take several years to finalise. In the meantime, however, the FBC identified the severance caused by the A47 for those wishing to travel actively when the housing site is occupied with residents. Initial feasibility was undertaken during the FBC process and further work is needed to bring options for a foot/cycle bridge to the same level of design. It is proposed that a change control is bought forward through the Single Assurance Framework to seek funding to develop the design for an active travel crossing of the A47 from the A16 Norwood budget line in the Medium-Term Financial Plan.</p> <p>Engagement with the developers will continue alongside continued engagement with National Highways for potential future funding from their Designated Funds for any future foot/cycle bridge.</p>
4.10	<p>A141 Public Consultation Summary</p> <p>The A141 and St Ives Improvement Scheme held a public consultation on the proposals from 16 October to 27 November 2024. The public consultation, led by Cambridgeshire County Council, was comprehensive and provided multiple avenues for the public and stakeholders to provide feedback on the proposals. Below list the highlights of the consultation.</p> <ul style="list-style-type: none"> • A survey was launched on ConsultCambs, attracting 7.7k visits and 415 completed surveys. An additional 3.5k people accessed further information on the consultation page, including the digital brochure and maps. • Three in-person public consultation events were held – one in Huntingdon and two in St Ives. The St Ives Corn Exchange event was especially popular, with over 300 attendees. In total, over 450 people attended the in-person events. • Two public webinars were hosted, with 93 attendees participating. These sessions allowed direct interaction with the project team, fostering open dialogue. The first webinar was recorded and posted on the CCC YouTube page, receiving 261 views. • An additional two webinars were held: one for stakeholders with a special interest in the project and one for local developers. • A dedicated project inbox was set up and actively monitored. During the public consultation period, over 150 people reached out to the inbox and received responses.

	<p>The public consultation was widely advertised.</p> <ul style="list-style-type: none"> • CCC implemented their social media toolkit, generating nearly 29,000 impressions across their posts. Facebook was particularly effective, driving over 1,700 visitors to the consultation page. • An article was published in Cambridgeshire Matters, which is distributed to all parish councils across Cambridgeshire. • Consultation flyers were emailed to 35 schools in St Ives and Huntingdon, with a request for them to share the flyer in their communications to parents, carers, and guardians. • 19 information centres, including doctors' surgeries, libraries, community centres, churches, and the Hunts Mobile Library, received consultation materials such as leaflets, posters, and brochures. • Postcards detailing the events were sent to 56,000 households. <p>We are currently undergoing the consultation feedback analysis with Atkins Realis with emerging themes likely to be available in in due course and will be circulated to TIC members.</p>
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5 Wider Bus Update

5.1	<p>The bus reform item is addressed in a separate paper but this section of the report covers updates on key areas in relation to the bus network.</p>
5.2	<p><u>Tiger Routes</u></p> <p>The Committee will be aware that from correspondence in January that the implementation of the final phase of the precept funded Tiger routes has been delayed. CPCA are working to restart procurement for the 7 precept-funded routes that we were unable to secure operators against submitted tenders.</p> <p>In response to news that a bus operator withdrew all of its winning bids to run the final 7 precept-funded bus services, CPCA has moved quickly to reassure residents that their new routes would be up and running in the Spring.</p> <p>CPCA has successfully procured more than 40 mayoral precept-funded routes but as a result of the withdrawn bids, the tendering process for the remaining 7 routes – covering places including Peterborough, Cambridge, Ely, Huntingdon, Wisbech and surrounding villages – now has to start over, meaning the services are now not expected to launch until May/June.</p> <p>The routes are part of a package of 53 services funded through the Mayoral precept. 38 routes across the region are already up and running, with a further 4 Tiger on Demand services – flexible, bookable buses serving rural areas – launched this month, covering Fenland, East Cambridgeshire, and two in South Cambridgeshire.</p>
5.3	<p><u>Fare Cap</u></p> <p>Members will be aware that the Board approved a Fare Cap of £2 from the Government Fare cap of £3 from 1 January to 31 March 2025. The link to the full paper of the Board on 13 December is attached here. Proposals for Local Bus Fare Cap.pdf</p> <p>As part of the Board discussions on the Budget, the fare cap proposals for 2025/26 are being considered. The link to that paper is available here.</p> <p>The Board meets on 22 January to discuss this and will be considering proposals for funding a continuing fare cap from April 2025 to December 2025 when the Government fare cap concludes.</p> <p>An update will be provided at the meeting.</p>
5.4	<p><u>Tiger Pass</u></p> <p>To date, the Tiger £1 Bus Pass has achieved over 35,400 applications and supported 736,400 journeys, since its launch in May 2024.</p> <p>CPCA are collaborating with bus operators to analyse areas for increased usage, focusing on the purpose of journeys. For example, CPCA are identifying opportunities to promote leisure travel during weekends by engaging key leisure stakeholders, such as football stadiums, gyms, and other recreational venues.</p> <p>Additionally, CPCA are maintaining a focus on schools and colleges to raise awareness of the scheme. The Tiger Pass has proven to be a lifeline for students, particularly in areas where local school bus services are no longer available.</p>

	On social media, CPCA continue to target the 16-25 age group, which has shown strong support for the scheme.
5.5	<p><u>Tiger on Demand</u></p> <p>Tiger on Demand is a new, flexible concept for delivering public transport services. Rather than being restricted to travelling along specific routes and at specific times, passengers can book a journey to and from anywhere within the TIGER on Demand travel zones using any of the virtual bus stops. The expansion of the Tiger On Demand services is part of the Mayoral precept investments and linked to the CPCA Bus Strategy 2023.</p> <p>The West Huntingdonshire zone launched as planned on 30th November 2024, with the additional zones in Fenland, East Cambridgeshire, and South Cambridgeshire following on 11th January.</p> <p>To support the launch, a comprehensive campaign plan has been implemented, including distribution of printed materials across libraries, mobile libraries, and key community hubs, as well as targeted digital campaigns on social media.</p> <p>CPCA are working closely with local councils, community groups, and stakeholders to raise awareness and address feedback swiftly, ensuring the service evolves to meet residents' needs effectively. This collaborative approach has been instrumental in achieving positive feedback and steady uptake across the region.</p> <p>CPCA are now working closely with the operational suppliers and the technology providers. CPCA have procured the use of the technology directly rather than it being tied to specific operators. This enables consistency of the technology across all the zones as well as more informed data for the CPCA to access to monitor and evaluate the services.</p> <p>Further details are listed on the dedicated Tiger On Demand website Tiger On Demand - Combined Authority Transport</p>
5.6	<p><u>Network Mapping</u></p> <p>As outlined at a previous committee, officers have been progressing the design of a Bus Network Map for planning and information purposes.</p> <p>The map is going through final internal drafting and amendments prior to being shared as part of a wider note and report to the March 2025 committee.</p>
5.7	<p><u>All day concessionary travel</u></p> <p>Work is ongoing with bus operators in the region regarding the arrangements for the 2025/26 concessionary scheme, including the extension of the scheme to include pre 0930 travel. It is forecasted that this engagement will continue through January/February to inform the final scheme arrangements for implementation on 1 April 2025.</p>

6 Appendices

6.1	Appendix A: March Area Transport Strategy Photographs
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7 Implications

Financial Implications

7.1	None.
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Legal Implications

7.2	None.
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Public Health Implications

7.3	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.
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	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.
Environmental & Climate Change Implications	
7.4	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	
7.5	None.
Background Papers	
7.6	None.