



Combined Authority Board		Agenda Item
31 May 2023 – Annual Meeting		5
Title:	Public Questions	
Report of:	Edwina Adefehinti, Interim Chief Officer Legal and Governance & Monitoring Officer	
Lead Member:	Lead Member for Governance	
Public Report:	Yes	

Question 1 – from Catrina Duffy, local resident (read by Head of Democratic Services)

To	Mayor Dr Nik Johnson
	Why have you not put in place a sustainable bus service for the people of Huntingdon, Chatteris, Ramsey & Warboys? People cannot get where they need to be with service that only runs every 3 hours. How & when are you going to rectify this issue?
	<p><i>We recognise the challenges for communities who are underserved by public transport. The impact of Covid on the reduction in the use of buses and the increasing cost of subsidised bus services are creating increasing pressure for the Combined Authority to fund more bus services than ever before.</i></p> <p><i>CPCA officers have been instructed to undertake a Bus Network Review of all subsidised bus routes in Cambridgeshire and Peterborough. This review will consider both existing services and gaps in the network so that the CPCA Board can make decisions on where services are needed. The Bus Network Review is planned to report initial findings to Board in September this year so that we can start to make decisions on where to provide supported services. I will ask the officer team undertaking this work to report back on the options for Huntingdon, Chatteris, Ramsey & Warboys.</i></p> <p><i>We are also exploring the options for reforming the way the bus network is run. An assessment of franchising the bus network is being considered. If franchising of buses is adopted in the Combined Authority we will have more say over where buses go and how they are funded.</i></p>

Question 2 – from Jean Jackson, local resident (in attendance to ask question)

To	Mayor Dr Nik Johnson
	<p>Re: The lack of a regular bus service in Wittering.</p> <p>I am here today to ask you once again to reinstate a properly funded, scheduled bus service because I can tell you that the residents of wittering are suffering.</p> <p>Many residents from young to old have been severely impacted by the lack of a bus service. We have evidence to show that they are being restricted in gaining access to work, to school and college, to doctors, dentists and hospital. A wittering mum actually had to resort to walking along the A1 path with her baby in a pram in order to get to her doctors in Wandsworth. Now how dangerous is that?</p> <p>There are restrictions to accessing leisure facilities and meeting friends and family. This can lead to problems with mental health and wellbeing as well as causing more anti-social behaviour within the village. Teenagers are stuck in the village with no opportunity to socialise with friends outside of wittering unless their parents are able to provide a taxi service. It has been known that teenagers are walking along the A1 path to Stamford to meet friends and just on Sunday, a HGV lorry came off the A1, crashed into the RAF fence, right along the path where someone would be walking. Again, dangerous.</p>

<p>The elderly and disabled are feeling lonely and isolated. Age UK have done a recent survey showing that loneliness is s bad for your health as smoking 20 cigarettes a day or drinking too much alcohol. It can lead to more ill health, depression and dementia, and we wouldn't wish that on anybody would we.</p> <p>At the last meeting of the Transport and Infrastructure Committee on 15 March an undertaking was given for councillors to visit the villages of Wittering, Wansford, Castor and Ailsworth, to see for themselves the location of the villages and why a bus service is needed. My question today was to ask for a definite arrangement to be made, but I am pleased to say we now have a date of the 17th August where Wittering Parish Council will gladly show you around the village.</p> <p>Our residents have the same needs and requirements as every other community in Peterborough who have a bus service.</p> <p>It feels like we are being denied a basic service to enable us to live our lives in a civilised manner and to the fullest extent. We deserve to have the same facilities and opportunities as everyone else. I really don't know what else I can say or do to persuade you. So as a last resort, I am begging you to put communities first and please give us our bus service back. Wittering is suffering.</p>
<p><i>There is a site meeting being organised for Cllr Anna Smith, as Chair of the Transport & Infrastructure Committee and the Mayor to visit Wittering, Wansford, Castor and Ailsworth in August to allow interested parties to express concerns and issues directly.</i></p>

Question 3 – from Susan Magill, local resident (in attendance to ask question)

<p>To Mayor Dr Nik Johnson</p>
<p>I have asked most of this question at a meeting previously, but I need to make all aware that since losing our bus service just before Covid in Castor and Ailsworth, the elderly, disabled, vulnerable, non-car owners, and teenagers all have a huge lack of independence feeling socially isolated and forgotten about! Since the world woke up from Covid it is apparent that a daily bus service is missed and needed as a lifeline for many reasons</p> <p>Call Connect is proving unsuitable for most villagers, with extremely limited access to local hospitals, shops and teenagers with NO access to Peterborough college, limited access to Stamford college, no form of leisure or work outside of the village for all without a car, a £25 cost or more for return to Peterborough or Stamford by taxi. The local care home can only employ car drivers from outside of the village. How do villagers with no transport or spare money manage. In my opinion this could lead to risk-taking and mental health needs.</p> <p>Castor, Ailsworth, Wittering and Wansford are the only four villages surrounding Peterborough with no regular daily bus service or not in walking distance to a stop. The National Bus Strategy is explicit about seeking to ensure that the needs of rural transport users are given equal consideration to those in urban environments. RAF Wittering whose service people put their lives on the line for all of us in the UK. What messages is that giving to them and their families! What about the covenant between PCC and the RAF? You want to build roads but let's get the public daily bus services sorted then perhaps with encouragement those roads in future may not be so hectic. I have here a letter here from the Wing Commander at RAF Wittering and the family support worker stating the need for a service.</p> <p>How can the CPCA Support us in reinstating our much-needed regular rural bus service for the forgotten villages along with heroic service people and their families who should never be forgotten!</p>
<p><i>I appreciate you and all the speakers bringing this issue to my attention again. We do understand how challenging and isolating it can be for residents in Castor, Ailsworth, Wittering, and Wansford without regular, reliable public transport. A well-functioning public transport system is indeed a lifeline for many in our community, particularly for those who don't own a car, including our elderly, disabled, and young residents.</i></p> <p><i>Your mention of the National Bus Strategy is very apt; it explicitly states that rural transport users' needs should be considered as equally important as those in urban areas. I also agree that alongside building new infrastructure, we need to ensure that our existing public transport services are working efficiently and serving all the people who rely on them.</i></p> <p><i>Your question and your passion truly underscore the importance of our bus service improvement plan. I, we are dedicated to using the funding available to us enhance the reliability and coverage of our bus network across the patch. As with the communities of Huntingdon, Chatteris, Ramsey & Warboys</i></p>

	<p><i>covered in another public question, the Board has asked officers to undertake a Bus Network Review, and I will ask them to specifically report back on options to serve our communities better with particular attention to your area.</i></p> <p><i>Thank you for your continued advocacy on behalf of your community, it is to be applauded. Your input helps us to make decisions that better meet the needs of all residents in Cambridgeshire and Peterborough.</i></p>
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Question 4 – from Joanna Gault, local resident (in attendance to ask question)

To	Mayor Dr Nik Johnson
	How does the lack of a regular bus service satisfy the Armed Forces Covenant, provide engagement for teenagers, the elderly & disabled to avoid anti-social behaviour, loneliness, and mental health problems.
	<p><i>Thank you for your important question. We absolutely recognise the value of a regular and reliable bus service in supporting all members of our community, including our armed forces personnel, young people, the elderly, and individuals with disabilities.</i></p> <p><i>The Armed Forces Covenant aims to ensure that those who serve or have served in the armed forces, and their families, are treated with fairness and respect in their communities. Regular and accessible transport is a key part of this commitment. Without it, we risk isolating these individuals and not giving them the support they deserve.</i></p> <p><i>Similarly, reliable transport can significantly contribute to preventing anti-social behaviour among teenagers by providing them with easier access to educational and leisure facilities. For our elderly and disabled citizens, a well-functioning bus network helps reduce loneliness and can positively impact mental health by enabling them to engage more freely with their community and access vital services.</i></p> <p><i>Your question underscores again the importance of our bus service improvement plan. We are dedicated to using the funding available to us enhance the reliability and coverage of our bus network. As with the communities of Huntingdon, Chatteris, Ramsey & Warboys covered in another public question, the Board has asked officers to undertake a Bus Network Review, and I will ask them to report back on options to serve our communities better.</i></p> <p><i>We will continue to work closely with our partners and push for further funding to address the gaps in our public transport system. We are entirely committed to developing a public transport network that truly serves the needs of all residents in Cambridgeshire and Peterborough.</i></p> <p>In a supplementary question, Joanna Gault stated that the Armed Forces Covenant says that families need to be treated fairly and not disadvantaged. With not having a bus service would you say we are living up to the covenant right now?</p> <p><i>The Mayor responded that we can always improve in how we serve all of our communities, particularly those who have served in the armed forces and I would take that as a challenge to us as an organisation.</i></p>

Question 5 – from Verity Cod, local resident (read by Head of Democratic Services)

To	Mayor Dr Nik Johnson
	<p>I am a single parent my youngest is leaving school this Summer. I have lived in Castor from a young age and as I did my oldest two enjoyed a reliable daily bus service to encourage their independence which also helped me as a working parent. There has always been a Stamford to Peterborough bus service until just before the start of Covid, so it is a different story for my youngest.</p> <p>A. It has affected her decision re college courses as there is a college bus to Stamford however should the course she wants be a part-time one, I as a working parent am unable to collect her on a daily basis. This means she will be at the college with no way home until late afternoon or in the morning until the afternoon course starts. Should her choice be Peterborough I feel it would be the same.</p> <p>B my daughter wants her own independence as teenagers do in Peterborough city and surrounding areas</p> <p>How can she do this? I work on a Saturday, but also should she not have her independence? This leaves her and other teenagers like her marooned in the village unable to go into Peterborough or Stamford for</p>

	<p>part-time work and not be able to learn the independence of socialising with friends at the activities or restaurants that Peterborough offers.</p> <p>Connect call does not suit her needs. Please, she is not alone and is one of many in feeling like this. What will you do to provide a regular through the day bus service?</p>
	<p><i>Thank you for sharing your specific concerns as a single parent in Castor. I can clearly see how the current bus services are impacting your daughter's independence, education, and potential part-time work opportunities.</i></p> <p><i>Your experience underscores the importance of our Bus Service Improvement Plan (BSIP). We are using the funding available to us to improve our bus network's reliability and coverage, including exploring options for more regular services throughout the day.</i></p> <p><i>The communities of Castor and the surrounding villages are certainly part of our considerations. The Board has asked officers to undertake a Bus Network Review, specifically with the issues you've highlighted in mind. I will ensure that they report back on options to better serve your community and others in a similar situation.</i></p> <p><i>While the Connect call service may not suit your daughter's needs, we are looking at other solutions and initiatives as part of the BSIP. We aim to find ways to better accommodate the transport needs of different demographics, including our teenagers who deserve their independence and the opportunity to explore educational, work, and social opportunities outside of their villages.</i></p> <p><i>Your concerns are not falling on deaf ears, and I assure you that we are working hard to address them. Your input is invaluable in helping us to understand and respond to the needs of our communities. We are committed to not leaving anyone behind, including the young people in our villages who are looking to shape their futures.</i></p>

Question 6 – from Sandra Snart, local resident (in attendance to ask question)

To	Mayor Dr Nik Johnson
	<p>I have lived in Castor & Ailsworth for 60 years, my husband was born here. We have always had a daily scheduled bus service until just before covid. I am speaking for myself, husband & family, and others in similar situations. We feel totally isolated. CONNECT CALL does not meet our needs. Here is just one example from 1 journey: It took 20 minutes for me to book the journey. I booked for 10.05. It arrived at 10.30 – times are often changed by quite a lot on the day. At first, I couldn't book a return. 2 young men were told there was a return bus at 4pm I had to spend hours in town, with nothing to do when my time was needed elsewhere. There are many more issues I could mention from my experience & and those of my friends & neighbours – this is just one We have no shop. My husband has medical appointments – we have to rely on expensive taxis for these costing £25. I used to visit my sister a lot on the bus. I can't do that now. My daughter moved back to the village intending to use the bus to work as she works in town. Instead she has to run 2 cars so her & her husband can both work. Will You help us have a Scheduled bus service?</p>
	<p><i>I appreciate you sharing your experiences and the challenges you're facing due to the current state of bus service in Castor & Ailsworth. It's clear that the changes in service have had a significant impact on you, your family, and your community.</i></p> <p><i>We are aware of these challenges and are dedicated to addressing them. Through our Bus Service Improvement Plan, we are striving to improve the frequency, reliability and accessibility of our bus services, especially for our rural communities.</i></p>

We're not only focusing on improving the current services, but also actively exploring alternatives. For instance, considering the potential for more regular scheduled bus services throughout the day that could alleviate some of the problems you've described.

We agree that a dependable public transport service is more than just a convenience; but something which people depend on. It provides access to essential services, supports local economy, and helps maintain social connections. We are committed to providing a service that meets the needs of our communities and helps to enhance your quality of life.

Your input, and that of others in your community, is crucial in this process. I assure you that we are taking these concerns seriously and are striving to find sustainable solutions, along with the bus operators, that serve everyone. Thank you for your patience and understanding as we work on these improvements.

Question 7 – from Dave Hughes, local resident (read by Head of Democratic Services)

To	Mayor Dr Nik Johnson
	<p>I am a recently retired Royal Air Force Warrant Officer, I was based at RAF Wittering after completing more than 36 years service and have settled with my family and live in Wittering village.</p> <p>A lot of RAF families really struggle living at the base without a reliable daily bus service. There is now no access for RAF families to the base Dr so without transport they have to walk 3 ½ miles along the A1 dual carriageway to Wansford.</p> <p>Teenagers also suffer greatly with no access to public transport and feel that they are unable to develop their independence without relying on their parents. These teenagers walk 7 miles along the A1 to Stamford which again is extremely dangerous to meet with their friends from school.</p> <p>All families suffer through isolation and not able to get into Peterborough or Stamford for full work or part-time work, education, hospital, access to dentists etc. or leisure, if they are unable to drive. This is more of an issue when personnel are deployed, leaving the non driving family member at home without a means of transport.</p> <p>Equally, not all service personnel drive or want to drive when meeting socially. Taxis are very expensive and more than £20 a time or more if travelling to Peterborough, which is circa £28 to 30 return.</p> <p>Service Personnel don't always have a choice where they serve and when they do, they can find it unattractive to be assigned to RAF Wittering and may chose or request not to come because of inadequate public transport.</p> <p>My question to you, and I ask this in the context of the Armed Forces Covenant to which you have pledged to support, is what are you able to do to get the Peterborough to Stamford bus service for the service personnel and their families and the people of Wittering?</p>
	<p><i>Thank you for your service and for bringing to light the transport challenges faced by the personnel and their families at RAF Wittering. I understand that the current situation impacts the quality of life for many, particularly teenagers seeking to develop independence, non-driving family members, and those without access to private transport.</i></p> <p><i>The Armed Forces Covenant is a commitment we take very seriously, and this certainly extends to public transport. We understand that everyone, including our armed forces personnel and their families, should have reliable and safe transport options for their daily needs.</i></p> <p><i>Our Bus Service Improvement Plan aims to make changes to enhance the connectivity and accessibility of our bus network. The current gap in service between RAF Wittering and Peterborough and Stamford has been noted, and we are exploring all potential solutions.</i></p> <p><i>An essential part of this process involves engaging with commercial bus operators. They play a significant role in providing our public transport services, and we are keen to work collaboratively to find mutually beneficial solutions that enhance service provision, reach under-served areas, and ultimately benefit the end-users - the passengers. We know that previous efforts to provide a commercially viable solution have not been successful, so we will look again at the options.</i></p> <p><i>I have requested an review of the specific issues you've raised about the lack of service from RAF Wittering to essential destinations, such as the base doctor and local colleges, schools, and workplaces. This will for part of our bus network review being undertaken this year. We aim to address these</i></p>

concerns directly with the operators, advocating for our communities to ensure they are well-served. As we work towards a solution, your continued feedback will be invaluable.

Once again, thank you for bringing these concerns to my attention. Please know that we are committed to providing a solution that will make a real, positive impact for the personnel and their families at RAF Wittering, and indeed all residents in the area.

Question 8 – from Julia Cunnington, local resident (read by Head of Democratic Services)

To Mayor Dr Nik Johnson

Wittering Wansford Ailsworth and Castors residents request for the daily Stamford to Peterborough bus service to be reinstated.

Wittering return taxi to Peterborough roughly £40
 Return to Stamford roughly £30
 Return to Wansford £30

Wittering residents are walking 3 1/2 miles to Wansford and 7 miles into Stamford. Along the A1 dual carriageway.

Only RAF serving personnel can register with the RAF doctor on camp, their families have to go to local GP's surgery.

Teenagers isolated from gaining employment and meeting friends outside of the village.

Social isolation, loneliness and Mental Health issues for all ages.

1. Can The Combined Authority help the 4 villages get a bus reinstated?

Thank you for your question and outlining the difficulties the residents of Wittering, Wansford, Ailsworth, and Castor are experiencing. It is clear that the lack of regular, affordable public transport is causing significant hardship and isolation, which is not what we want for any residents of our area.

A vibrant, accessible bus service is essential for community wellbeing, enabling employment opportunities, social interactions, access to essential services, and helping prevent loneliness and associated mental health issues.

With the ongoing Bus Service Improvement Plan, we're looking at all parts of our region, urban and rural alike, to understand where improvements are most urgently needed. The issues you've raised about your four villages and the exorbitant cost of taxis are very concerning, and I've asked that they be considered as a priority.

One of our primary goals is to work with commercial bus operators to explore the options to provide are essential to our communities. The high taxi fares you've mentioned indicate a clear need for public transport in your area, and we can work towards a solution that makes sense for residents and operators alike.

I'm committed to seeing this through and appreciate your continued communication and patience as we endeavour to make meaningful change happen. Please rest assured that the challenges faced by the residents of Wittering, Wansford, Ailsworth, and Castor are heard, understood, and are being addressed.

Question 9 – from Helen Daly, local resident (in attendance to ask question)

To Mayor Dr Nik Johnson

We have extensive direct evidence regarding the impact the poor bus service has had on people's lives. This evidence includes surveys, & personal stories. And secondary sources.

There are written responses from the larger employers in each village:

- RAF Wittering,
- Wansford Primary Care Hub,
- Castor Care Lodge,

The combined population is 5000 people. Plus populations on route in P'boro & Stamford. The villages sit close to A roads. There were mitigating Covid factors & significant design failures in a bus trial.

Call Connect is unsuitable for:

- Time critical journeys – e.g. work, vocational education courses, appointments, ppl with other responsibilities. Poor quality buses often have no space for folded buggies/walking aids – let alone a space for an adult wheelchair.
- On a commercial scale the model is inflexible & difficult – for a range of disabled and non-disabled ppl.

We ask 2 things:

1. will you review minimum standards for buses winning routes & ensure those are funded in a manner that companies can deliver – including the funding of those entitled to free bus passes, devoting opportunity costs to funding streams (beyond buildings) for eg Euro6 Low Carbon buses, a wheelchair space, space for folded buggies/aids, seat belts, heating & air conditioning, minimum seating size, on all new routes/services – Etc?
2. We Urgently need a Scheduled bus service we have been offered a creative proposal from a bus company. Will the Combined & Local Authority help us secure a good bus service, including financial support to ensure the route is successful?

Thank you for raising the issues that the people in your community have been experiencing due to the lack of a reliable bus service. Your detailed examples underline the real-life impact that inadequate public transport has on people's everyday lives.

I want to assure you that we recognise the urgent need for better bus services in your area. Our ultimate goal is to ensure that everyone in our community has access to safe, reliable, and efficient public transport. To this end, we are committed to addressing the issues you've raised.

Minimum Standards for Buses: We agree that the quality of buses matters as much as the frequency and coverage of the service. We are in the process of reviewing our minimum standards for buses to ensure they cater to the needs of all passengers and the operators who run them. Your mention of aspects like wheelchair space, space for folded buggies/walking aids, seat belts, heating & air conditioning, and minimum seating size are all important factors we will consider. We aim to create an environment where operators can deliver these services sustainably, and that includes exploring the funding options with Government.

Establishing a Scheduled Bus Service: We appreciate your community's proactive approach in proposing a solution with a bus company. We are keen to explore this further, and I will personally ensure that this proposal receives proper attention. As the Combined Authority, we are undertaking a bus network review to examine how we best provide services which are not provided by the commercial operators.

I want to reiterate our commitment to improving the situation. The well-being of our communities, whether rural or urban, is our top priority. Please know that your voices are heard, and we will continue working tirelessly to rectify the issues at hand.

Proposed summary statement to cover the range of questions on the same matter:

I understand from the various questions and concerns raised that the lack of a reliable, affordable, and accessible bus service is causing significant issues for residents in the villages of Wittering, Wansford, Ailsworth, and Castor. This absence of transport is not just an inconvenience; it's creating barriers to education, employment, healthcare, and contributing to feelings of isolation, particularly amongst our youth and elderly.

The Combined Authority is committed to rectifying this. As part of our Bus Service Improvement Plan, we are striving to reinstate and enhance bus services to ensure that they provide the connectivity that communities in our region need and deserve. This includes addressing the issues in the aforementioned communities.

Our plan is to work collaboratively with commercial bus operators to create sustainable solutions that meet the needs of our communities. We know that previous efforts to provide a commercially viable solution have not been successful, so we will look again at the options.

I have requested a review of the specific issues you've raised about the lack of service from Wittering, Wansford, Ailsworth, and Castor to essential destinations, such as the doctor and local colleges, schools, and workplaces. This will for part of our bus network review being undertaken this year.

It's crucial that we develop a transport system that serves all residents, irrespective of whether they live in urban or rural environments. We believe that a well-functioning transport network can contribute significantly to the overall well-being of our communities, providing not just transport, but opportunities for social engagement, independence, and economic growth.

Please rest assured, your voices are being heard, your challenges understood, and we are committed to making the necessary improvements to address these issues. We thank you for your patience and assure you of our dedication to improving public transport in our region.

Question 10 – from Roxanne De Beaux, Camcycle (in attendance to ask question)

To Mayor Dr Nik Johnson

Page 21 of the Local Transport and Connectivity Plan says that the Combined Authority “will deliver a clear package of policies, investments, and interventions aimed at ensuring that government’s commitments within Gear Change are achieved. This includes a target that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled.”

Camcycle strongly welcomes this strategic goal and the recent appointment of an Active Travel Lead. We’re here and ready to support this work and are keen to see the Active Travel scrutiny group and Active Travel Advocate added to the team.

However, our region urgently needs to move from a place where we deliver small improvements through piecemeal funding to one where the ‘Dutch-quality’ walking and cycling facilities promised on page 23 are combined with an environment where active travel is the natural choice for more trips. Figures from the pandemic mentioned on page 22 show that ‘when the conditions are right’ (which generally means less motor vehicle traffic) people will choose to walk, wheel and cycle more. In addition, reducing motor vehicle traffic in line with the 15% goal by 2030 is essential to meeting agreed climate targets.

- Does the Board acknowledge that often the fastest and most efficient way to deliver more active travel is to deliver a reduction in motor traffic?
- Given that the WSP modelling shows that carbon budgets will not be achievable without motor traffic reduction measures such as access and capacity constraints or a road user charge, how will the Board publicly support the Greater Cambridge Partnership’s City Access programme including plans for a Sustainable Travel Zone for Cambridge?
- The chart on page 14 of the Feb 2023 Quantified Carbon Assessment says that 55% of the Combined Authority’s Transport Portfolio is made up of highways schemes and yet these haven’t been included or quantified. Why not? And isn’t it time funding was planned in line with the new sustainable priorities of this authority, focusing on public transport and active travel?

The Combined Authority is committed to active travel. Active travel is a key foundation for us in achieving the vision, aims and objectives of the Local Transport and Connectivity Plan. The support of CamCycle in helping us deliver our goals is welcomed and I know that our new Active Travel Lead will be continuing to meet with you and other interest groups to further develop the programme of works and ensure a level of scrutiny is provided to our transport schemes and initiatives. Over the course of the forthcoming weeks, we will be seeking to establish the Active Travel Scrutiny Group with the involvement of key partners. This group will subsequently ensure the appointment of an Active Travel Advocate.

With the anticipated visit by Active Travel England, we will be looking to continue our work with partners to generate genuine, viable and attractive options to allow for greater use of active travel modes, including the examination of a variety of funding options.

As demonstrated by the LTCP, the Combined Authority remain firmly committed to the net 15% reduction in car travel as outlined in our Independent Commission on Climate recommendations and following the independent assessment undertaken by WSP to accompany the Plan. To meet this target, it is essential that active travel and sustainable transport provide offer an alternative to the private car, within the urban, peri-urban, and rural areas.

The LTCP provides the framework within which the Greater Cambridge Partnership and our Local Highways and Planning Authorities will be required to operate. The Combined Authority therefore await the outcome of the GCP’s public consultation, and any decisions made by them and/or Cambridgeshire County Council. In the meantime, the Combined Authority officers will continue to work with partners to ensure that the best possible solution is delivered for the people of Greater Cambridge, including improvements to the active travel network.

In line with other Strategic Transport Authorities, the Combined Authority will be developing its Delivery and Implementation Plan for the LTCP. This will be aligned to the final government guidance and will allow for the Combined Authority to reassess its work programme through its emerging Strategic Assessment Framework. This will ensure that the schemes included within the final Delivery and Implementation Plan will meet the aims and objectives of the Combined Authority and those captured and outlined in the Plan.

In a supplementary question, Roxanne De Beaux stated that though she hears a lot of good things around active travel projects, the fact is that this authority is still investing in building road capacity which is directly at odds to your own stated claims. In addition to that, while I know you need to await the outcome of GCP decision making, the GCP needs to be hearing strongly from this authority to support those councillors and those leaders who need to make some really big decisions in the coming weeks and particularly the public needs to hear more about this authority's commitment in particular towards bus franchising. To put that back to you and challenge you more what we need to achieve for active travel and for climate change needs to be looked at in these bigger schemes. What is this authority going to do in the next few weeks about these issues?

The Mayor reiterated that bus reform is front and foremost in what I believe the Combined Authority can deliver, and working with our officers through a process be it through enhanced partnership of franchising I hope that a public transport system that will not only just work for people in the greater Cambridge area but for the whole of the county of Cambridgeshire and Peterborough. I am mindful of the comments you make and will be challenging officers on that.