

11<sup>th</sup> March 2020

**Transport & Infrastructure Committee 6 March 2020**

Dear Mr Pearson,

Thank you for your offer to provide further written clarification on the issues raised during the Local Transport Plan and Cambridgeshire Autonomous Metro agenda item at last week's Transport and Infrastructure Committee.

As I set out in the meeting, I have significant concerns that the report for this item as put before the Committee was wholly inadequate to enable the Combined Authority (CA) to make a lawful decision.

**General**

The Mayor of the Cambridgeshire and Peterborough Combined Authority wrote to me on 17 February announcing that he would not allow the Greater Cambridge Partnership's proposed Cambourne to Cambridge (C2C) high quality public transport scheme to go ahead. The Mayor also said that he would take over responsibility for the scheme and bring forward alternatives to the C2C scheme for consideration at the aforementioned Transport and Infrastructure Committee meeting. He reaffirmed this position at the committee meeting.

**Question:** *Can you confirm in what capacity, and using what powers, the Mayor wrote to me on 17 February halting the scheme, taking over responsibility for the route and, at last Friday's Transport & Infrastructure Committee meeting, confirming this position?*

**Question:** *When coming to the decision to halt and replace the scheme, what considerations did the Mayor take into account, including reference to the Combined Authority's decision to approve the new Cambridgeshire and Peterborough Local Transport Plan on 29 January 2020?*

**Powers**

The CA was created by the Cambridgeshire and Peterborough Combined Authority Order 2017 as a body corporate and only has the powers which have been conferred on it by legislation.

**Question:** *Can you confirm what powers you believe the CA has to construct either the C2C scheme or indeed the CAM Metro?*

The GCP, whose powers derive from the City Deal, has the benefit of highway powers delegated to it pursuant to section 102 of the Local Government Act 1972 from the County Council and pursuant to section 9EB of the Local Government Act 2000 from the City Council.

**Question:** *You stated in the meeting that transport and highway powers were required by the GCP to develop the C2C scheme, hence the reference in para. 4.2. Can you confirm what transport powers you believe are required to deliver the C2C scheme?*

### **Implications of the Decision**

As I outlined at the meeting, I have major concerns over the effect a delay and scrapping the C2C scheme will have on local housing trajectory for South Cambridgeshire, especially over the planned 3,500 home development at Bourn Airfield, which relies on a high quality public transport link.

**Question:** *Can you point to the section in the report that specifically considers the impact of South Cambridgeshire's local housing trajectory of delaying and not progressing?*

### **Policy Position**

The CA Board confirmed support for the delivery of the GCP's programme to support the Cambridgeshire Autonomous Metro in the Local Transport Plan. The plan, published as Appendix 2 of agenda item 4.1 in reports for the CA Board in on 29 January 2020, makes explicit reference to "Delivery of the CAM in collaboration with the Greater Cambridge Partnership" and that "Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership's programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach" (para 3.60).

Para 3.75 of the LTP explicitly sets the parameters for Cambourne to Cambridge:

"Along the A428/A1303 corridor, the Cambourne to Cambridge scheme being led by the Greater Cambridge Partnership will deliver a segregated public transport corridor from Cambourne. This corridor will serve the future housing sites at Cambourne West and Bourn Airfield, to West Cambridge and other key employment sites and destinations. Similarly, to Waterbeach, this will form a first phase of the CAM network, operated by high-quality electric vehicles, and will include a new Park & Ride site at Scotland Farm or Maddingley Mulch. It will help to attract those who currently drive to public transport, and hence contribute towards reducing the impacts of traffic on local communities.

And;

"The first phases of CAM will include new segregated links to Cambourne, Haverhill (via Granta Park), East Cambridge and Waterbeach New Town, being delivered by the Greater Cambridge Partnership from 2024, prior to the opening of the tunnelled sections providing cross-city connectivity from 2029. (LTP Annex E para 3.88).

**Question:** *Can you point to the section in the Transport Committee report that explicitly considers this policy position?*

Finally, in light of the points raised above, can you please confirm why you do not consider this a key decision as outlined at the committee?

Turning to the post meeting clarifications provided by the Combined Authority, the Mayor was very clear in the meeting that he was consigning the C2C scheme to the scrap-heap. I would also like to understand the status of the “clarifications”?

I am conscious of the Overview & Scrutiny call-in timescales so could I please receive a response before the call-in period expires.

Thank you for assistance in this regard.

Yours sincerely,

Cllr Van de Weyer

Deputy Leader, South Cambridgeshire District Council