



CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD	AGENDA ITEM No: 3.3
29 APRIL 2020	PUBLIC REPORT

**LOCAL TRANSPORT PLAN SUB STRATEGY: CAMBRIDGESHIRE
AUTONOMOUS METRO**

1.0 PURPOSE

- 1.1. To review and agree for the Local Transport Plan (LTP) sub-strategy setting out the vision for the Cambridgeshire Autonomous Metro (CAM) as a whole to go to public consultation.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Paul Raynes
Forward Plan Ref:	Key Decision: No
<p>The Combined Authority Board is recommended to:</p> <p>(a) Note the draft Cambridgeshire Autonomous Metro (CAM) Local Transport Plan Sub-Strategy that sets out the vision for the CAM metro as a whole, against which schemes contributing to the CAM will be considered; and</p> <p>(b) Agree for a public consultation exercise to be conducted in relation to the proposed Sub-Strategy with the results of that consultation being brought back to a further meeting of the Combined Authority Board.</p>	<p>Voting arrangements</p> <p>A vote in favour by at least two thirds of all Members (or the Substitute Members) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members</p>

2.0 BACKGROUND

- 2.1. The Combined Authority’s first Local Transport Plan (LTP) for Cambridgeshire and Peterborough was approved by the Board in January 2020. It was

envisaged and stated in the LTP that the Plan will be supported by specific sub-strategies and policies that will continue to be developed and reviewed over a course of the LTP.

- 2.2. At the meeting of the Transport and Infrastructure Committee on 6 March 2020 it was agreed that a LTP sub-strategy should be developed setting out in more detail the LTP policy foundation for the Cambridgeshire Autonomous Metro (CAM) metro as a whole network.
- 2.3. The LTP sets out a plan to tackle Cambridgeshire and Peterborough's transport challenges. The Authority's overarching vision is to create a transport system in which walking, cycling and public transport (including CAM) can be natural choices of travel for the majority of journeys because they are affordable, healthy, convenient and safe alternatives to the private car.
- 2.4. This CAM sub-strategy, which is consistent with the LTP, will ensure that individual components of the CAM metro network are fully compliant with a coherent and consistent overall vision for the network.
- 2.5. CAM is an essential component of the overarching LTP vision and the Authority's overarching transport strategy as it will provide high quality, high frequency metro services, delivering a step change in connectivity and helping to deliver 'agglomeration benefits'.
- 2.6. Individual schemes which are intended to contribute to the CAM, other public transport proposals within the CA area, and CA positions on partners' schemes such as East West Rail, should be evaluated against the strategy.
- 2.7. Once agreed by the Board, the sub-strategy needs to be subject to public consultation before its final adoption by the Board because, as outlined in the Transport Act 2000 when reviewing and developing LTP sub-strategies, an Integrated Transport Authority or Combined Authority must consult. This consultation needs to last for 12 weeks, and will take account of the constraints and any necessary change in usual consultation practice as a result of COVID 19. The public consultation will enable the Authority to better understand the views of key stakeholders on the overarching strategic vision, aims, objectives of the CAM strategy.

SIGNIFICANT IMPLICATIONS

3.0 FINANCIAL IMPLICATIONS

- 3.1. None at this stage directly in relation to the development and agreement; however, there will be a financial implication that will be accounted for when developing the CAM schemes.

4.0 LEGAL IMPLICATIONS

- 4.1. The Local Transport Plan adopted by the Combined Authority Board at its meeting on 29 January 2020 met the statutory requirement to set out its

policies for the promotion and encouragement of safe, integrated, efficient and economic transport and its proposals for the implementation of those policies.

- 4.2. The Transport Act 2000 requires the Combined Authority to keep its Local Transport Plan under review and to alter it if it considers it appropriate to do so. As the policies in the Plan are developed it will become necessary to review the Plan and to consider whether the Plan should be expanded to provide more detailed proposals for the implementation of the policies. Any proposed alteration to the Plan would be subject to statutory consultation.
- 4.3. The Act also requires the Combined Authority's functions to be carried out so as to implement the policies set out in its Local Transport Plan.

5.0 OTHER SIGNIFICANT IMPLICATIONS

- 5.1. None.

6.0 APPENDICES

- 6.1. Appendix 1: Local Transport Plan Sub-Strategy – Cambridgeshire Autonomous Metro.

<u>Background Papers</u>	<u>Location</u>
Combined Authority Board reports 29 January 2020	Combined Authority Board 29 January 2020
Transport and Infrastructure Committee reports 6 March 2020	Transport and Infrastructure Committee 6 March 2020