



**CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – 29TH JANUARY 2020
PUBLIC QUESTIONS**

No.	Question from:	Question to:	Question
1.	<p>Councillor Graham Campbell</p> <p>Chair, Great Ouse Valley Trust</p>	<p>Mayor James Palmer</p>	<p>I would like to ask a question at the meeting next week. I will attend.</p> <p>I would like to ask the mayor, James Palmer the following question:</p> <p>The landscape of the Great Ouse Valley between Huntingdon and St Ives is well documented as being of great cultural significance to the identity of our district. It is being considered as an Area of Outstanding Natural Beauty in an area of the country where very few AONBs are currently designated and in a county that has less natural landscape than any other rural county in the United Kingdom.</p> <p>The importance of this unique and precious landscape to the economic success of Cambridgeshire in attracting new companies and highly educated employees as well as the growth of tourism is acknowledged.</p> <p>What is the justification for the Combined Authority for it to be fully committed to an elevated third river crossing in principle when there is currently no evidence of a national or regional transport imperative that would favour the construction of a new road above the protection and enhancement of this unique and fragile landscape?</p> <p>Supplementary question: To what extent does the Local Transport Plan promote policies counter to national government policies?</p>
	Response from:	Response to:	Response
	<p>Mayor James Palmer</p>	<p>Councillor Graham Campbell</p>	<p>The Combined Authority is not committed to a particular solution to traffic issues in Huntingdon and that is why options both North and South of the town are being</p>

			<p>considered and compared as part of a single study. The LTP does look to have a balanced approach to transport with a user hierarchy that will be considered as part of the development of any scheme. Any scheme being promoted will consider the problem we are trying to solve without jumping to conclusions.</p> <p>The Local Transport Plan puts forward radical transport solutions. Consideration of the option of a third river crossing has been requested by Huntingdonshire District Council, but we are absolutely aware of the sensitivity of this. Decisions must be made based on all of the evidence when this is available. This will include being mindful of the points that you have raised.</p>
	Question from:	Question to:	Question
2.	Councillor Bridget Flanagan	Mayor James Palmer	<p>On behalf of Hemingford Abbots Parish Council I would like to ask the following question to either the Mayor or Head of Transport of CPCA at the meeting of January 29th at Ely. The question relates to the Draft Local Transport Plan which is on the agenda for that meeting.</p> <p>My question is:</p> <p>Agenda Item – CPCA Local Transport Plan and the Huntingdonshire Transport Strategic Study In the CPCA’s Draft Local Transport Plan (DLTP), one of the Goals was to: Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon. And the corresponding Objective was to: Deliver a transport network that protects and enhances our natural, historic and built environment Many representations were made to the DLTP consultation that a Huntingdon Third River Crossing would cause irrevocable environmental damage to nationally scarce habitats, important nature conservation sites and the cherished landscape of the Great Ouse Valley. The latter of especial value in a District recorded as having one of the lowest rates of Natural Green Space – a mere 4%. The County Council voiced strong concerns on these matters - and they were ‘noted’.</p> <p>Hemingford Abbots Parish Council is therefore very concerned that the CPCA appears to disregard its own aims and objectives, and is oblivious to the results of the consultation. HAPC is also dismayed at the lack of (or indeed, any) alternatives now being considered as part of the Huntingdonshire Transport Strategic Study.</p>

			HAPC asks to what extent this ruinous proposal for a road bridge crossing at Huntingdon is already being taken for granted and the environment being ignored? Location and direction lines are already drawn on a map summarising the Huntingdonshire study.
	Response From:	Response to:	Response
	Mayor James Palmer	Councillor Bridget Flanagan	Please see the response to Question 1 above. No decision has been made in favour of a third river crossing at the Ouse Washes in Huntingdon. All options will be considered. Maps can be redrawn when final decisions are made.
	Question from:	Question to:	Question
3.	Councillor Paul Boothman	Mayor James Palmer	<p>As an interested member of the public under section 1.4, I wish to ask the following question at the meeting of the Combined Authority on 29th January in respect of agenda item 4.1.</p> <p>How does the Combined Authority reconcile the draft LTP in terms of the divergence of strategy it proposes from the recommendations adopted by the Combined Authority from the CPIER report, the CPCA growth ambition and Assurance Framework?</p> <p>Supplementary question: How can the LTP be produced now in advance of the Non-Statutory Spatial Framework which will identify hotspots?</p>
	Response From:	Response to:	Response
	Mayor James Palmer	Councillor Paul Boothman	The Local Transport Plan (LTP) strongly aligns to the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and the schemes contained within the Delivery Plan complement the findings from the CPIER report. Sections 1.3 - 1.41 (pages 20-30) and Section 3.48 (page 72) of the LTP explain how the CPIER evidence was used in developing the LTP. The delivery plan and Growth Ambition statement also align. The Assurance Framework describes the processes the Combined Authority follows to ensure public money is properly spent and that decisions on individual schemes provide value for money.

			The CAM Metro is a non-road based transport solution and a platform for growth. We need to look at how we grow without destroying the fabric of the area we love. A radical transport plan is needed. Simply expanding around the edges of existing villages and towns is not sufficient to meet the level of need. The CPIER report is front and centre of our plans to sustain and enhance growth, along with the need to balance this with the impact on the natural environment.
	Question from:	Question to:	Question
4.	Paul Smith	Mayor James Palmer	I would like to table the following question for Rowland Potter at the CPCA transport meeting on 29th January 2020 'With reference to the Huntingdon Third River Crossing and the proposed Huntingdonshire Transport Strategic Study, will there be an opportunity for public input and consultation during the study? The consultation for the draft Transport plan should have included for this but, as no clear plan for the 3RC was presented, no opportunity for consultation was given.' Supplementary question: Will there not be any opportunity for input until the recommendations are made?
	Response from:	Response to:	Response
	Mayor James Palmer	Paul Smith	Should the study recommend that the Combined Authority proceed with any option, there would be public consultation on that option, in line with national guidance, as the business case for the option is developed. We can't ask for input until we know what the recommendations are. Once the recommendations are made we will move to a proper consultation.
	Question from:	Question to:	Question
5.	Councillor Christopher Spearing	Mayor James Palmer	How can there be a definitive transport study within the short time frame proposed when such a major piece of infrastructure, which impact upon the local network in the form of next section of the new A14 and Huntingdon town reconnection, is still not finished and the actual traffic flows which will emanate are still unknown and

			largely unpredictable?
	Response from:	Response to:	Response
	Mayor James Palmer	Councillor Christopher Spearing	<p>The current study of options feasibility and the traffic surveys and transport modelling are following national Transport Appraisal Guidance (TAG), in all transport feasibility there is future growth and impacts assessment to consider route changes already known. However, in this case we are undertaking additional traffic surveys following the closure of the A14 between Spittals and Godmanchester to provide extra current traffic impact data.</p> <p>Further modelling would be required as any future option is developed.</p>
	Question from:	Question to:	Question
6.	Councillor Dick Taplin	Mayor James Palmer	<p>Godmanchester Town Council remains strongly opposed to the principle of a third river crossing between Huntingdon and St Ives because of its impact on this nationally important landscape which defines the character of our area and has enormous value to the health, climate, biodiversity and economic success of the town.</p> <p>It appears that the Combined Authority is already committed to the principle of a third river crossing in this area yet there is no evidential base for this position.</p> <p>If the study proceeds what assurance can Godmanchester Town Council have that the scope of the study will include a full regional analysis of all transport needs and that the Town Council can be involved at all stages in the preparation of the report by your consultants?</p> <p>Supplementary question: We are in a time of climate emergency. The evidence seems to be that additional roads create additional traffic. Greater public transport should be our focus.</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Councillor Dick Taplin	The inclusion of the Huntingdon Third River Crossing study into the A141 Area Capacity Study linked to the St Ives Area Study is precisely to ensure there is a full

			<p>area consideration undertaken within the modelling to produce the appropriate option for the needs of the areas growth predictions.</p> <p>Godmanchester Town Council have representation on the current A141 Area Capacity Steering Group.</p> <p>No-one is proposing more increases to public transport than I am, including in Huntingdonshire.</p>
	Question from:	Question to:	Question
7.	<p>Councillor Ray Baxendale</p> <p><i>(Councillor Baxendale was unable to attend the meeting)</i></p>	Mayor James Palmer	<p>Houghton & Wyton Parish Council would like to submit the following question for agenda item covering the Local Transport Plan:</p> <p>Given the LTP is clearly written and designed to support the delivery of the Local Plans across the county, what objectively assessed housing need and site allocations will for example be modelled as part of the Huntingdonshire Strategic Transport Study, and in the absence of the Non Strategic Spatial Framework part 2, what mandate does the CPCA have to work on these numbers?</p>
	Response from:	Response to:	
	Mayor James Palmer	Councillor Ray Baxendale	<p>The Huntingdon Transport Strategic Study is being undertaken under Green Book Business Case guidance with modelling to Transport Appraisal Guidance (TAG) compliance, taking into account all committed and proposed growth within the local plans, as Transport Authority the Combined Authority has the authority to undertake studies of this nature with the information available at the time of the study.</p> <p>Future option studies will take into account any further developed information should it be available at the time.</p>

	Question from:	Question to:	Question
	Helen Boothman	Mayor James Palmer	<p>On behalf of Great Ouse Valley Trust I would like to ask the Combined Authority Board a question relating to agenda item part 4. This is:</p> <p>Evidence from CPRE (Campaign to Protect Rural England) and others demonstrate new roads do not deliver congestion relief, damage the landscape and do not boost the local economies as hoped. We can't afford to continue addressing 21st century transport issues with 20th century solutions. A future approach to transport planning should catalyse a green economy that do not cost the earth environmentally or financially. Where are the travel options which are low or zero carbon, mitigating air pollution and promoting environmental resilience.</p> <p>The current context in which you are trying to plan is one of change and yet we know of the uncertainties of today of , Climate Change, Brexit outcomes, unknown impact assessment of the A14 changes, technological innovation, in new fuel and car technologies, changing and awakening of consumer preferences, impacts on physical and mental well being. Will the CPCA build in some flexibility to a transport plan to allow for integration with other plans?</p> <p>Supplementary question: How would you answer the question if Greta Thunberg was in the room now?</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Helen Boothman	<p>As outlined in paragraph 5.10, the Authority will continue to work with its partners in spatial planning and the deliverers of transport priorities to identify the most appropriate time to refresh the Local Transport Plan (LTP). A new wave of Local Plans and the development of the Spatial Framework, alongside the findings by the Commission on Climate Change will form the evidence for making the case to update and modify the LTP. The Board will monitor these developments and it will be for the Board to decide on the need to review and update this LTP in the future.</p>

			No other authority in England is doing more than us in response to the climate emergency. That is why we have set up the Independent Commission on Climate Change. Greta Thunberg's time would be better spent lobbying China where a new power station is opening every week than an authority that is committed to doing all it can to address climate impact.
9.	Question from:	Question to:	Question
	Ian Jackson Trustee, Great Ouse Valley Trust	Mayor James Palmer	<p>I wish to ask the question below at this forthcoming meeting under Agenda item 1.4 Public Questions</p> <p>Re Agenda Item 4.1 Local Transport Plan I am aware that the formation and approval process for Local Plans are quite rightly transparent and subject to democratic scrutiny. The public can make comments via full public consultation, make independent inspections, and attend public hearings and adoption. However, for the public to assess the scale and impact of the transport and infrastructure proposals in your Local Transport Plan is far more fundamental. I'd like to know where is the opportunity for local communities to challenge and inform the process? In short, where are the independent and democratic checks and balances on the Combined Authority?</p> <p>Supplementary comment: The speed with which work is progressing, especially in relation to the third river crossing, is causing particular anxiety.</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Ian Jackson	<p>The public consultation ran for 15 weeks, between Monday 17 June and Friday 27 September 2019 (15 weeks). It was designed to enable the Authority to better understand the views of residents and other key stakeholders on the overarching strategic vision, aims, objectives and the detail contained in the LTP. There were over 20 public exhibitions and the findings from the public consultation are outlined in the report appended to the paper.</p> <p>Specifically, in relation to the independent checks, the Authority have undertaken a Strategic Environmental Assessment and have also produced a Community Impact Assessment (CIA) to measure the potential impacts across several areas. The CIA</p>

			<p>covered impacts on equality, health and communities. The process centred on the delivery of key document, namely a Health Impact Assessment and an Equalities Impact Assessment.</p> <p>The Local Transport Plan was subjected to significant internal governance. Throughout the development of the document, it was subjected to challenge and examination by the Overview and Scrutiny Committee, Transport & Infrastructure Committee, specific sessions with the Leaders of the Councils and ultimately the Board.</p> <p>Let me be absolutely clear – no decision has been made on a third river crossing. The consultation is looking at two options. We will consult further on the recommendations arising out of that consultation. There is no preference towards a third river crossing.</p>
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