



<b>CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD</b>	<b>AGENDA ITEM No: 4.2</b>
<b>29 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

## THE CAMBRIDGESHIRE AUTONOMOUS METRO PUBLIC CONSULTATION

### 1.0 PURPOSE

- 1.1. This paper invites the CA Board to authorise an initial non-statutory public consultation in the early part of the New Year to inform the CAM programme Outline Business Case, in line with the requirements of the government's transport appraisal requirements guidance.
- 1.2. This proposal was considered and unanimously endorsed by the Transport and Infrastructure Committee on 9 November 2019.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: n/a</b>	<b>Key Decision: No</b>
The Board is recommended to:  (a) Agree that a non-statutory public consultation on the CAM should be undertaken in the early part of the New Year.	<b>Voting arrangements</b>  Simple majority of all Members

### 2.0 BACKGROUND

- 2.1. The Combined Authority is developing the Outline Business Case for the Cambridgeshire Autonomous Metro. The OBC will be compliant with the HM Treasury Green Book, which is the benchmark for investment appraisal for infrastructure projects, and with the Department for Transport's WebTAG appraisal guidance. This approach is required under the Combined Authority's Assurance Framework.
- 2.2. At OBC stage, the guidance requires a non-statutory public consultation to be carried out on options under consideration. The findings of the consultation will influence the development of the scheme, and support the preparation of the

application for a Transport and Works Act Order for the project. There will also be further public consultation at later stages of the project. The proposed non-statutory consultation is the form of consultation appropriate for this stage of scheme development.

- 2.3. The CAM OBC programme team has developed a Consultation Strategy alongside its work evaluating options. Officer colleagues from the City and South Cambridgeshire's Joint Planning Service, and from the Greater Cambridge Partnership, have been involved in discussions about both the options and the consultation strategy. Those discussions are ongoing and will continue through January.
- 2.4. The scope of the consultation will focus on identifying the level of public support for (a) the overall CAM network and (b) elements of the route alignment, especially the tunnelled section.
- 2.5. OBC development is proceeding at pace. The programme indicates that the consultation should begin in early 2020. It is therefore proposed that the Board endorse the principle of the consultation. The Transport and Infrastructure Committee considered this proposal on 9 November 2019 and unanimously endorsed the proposal.

### **3.0 FINANCIAL IMPLICATIONS**

- 3.1. This is budgeted activity within the agreed CAM OBC budget.

### **4.0 LEGAL IMPLICATIONS**

- 4.1. Failure to conduct the appropriate consultation at each project stage would undermine the legal robustness of the eventual application for an Order under the Transport and Works Act 1992.

### **5.0 OTHER SIGNIFICANT IMPLICATIONS**

- 5.1. None noted.

### **6.0 APPENDICES**

- 6.1. Appendix 1 - Summary of CAM OBC Engagement and Comms strategy

<b><u>Background Documents</u></b>	<b><u>Location</u></b>
Report to the Transport and Infrastructure Committee 9 January 2020.	<a href="https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/889/Committee/67/SelectedTab/Documents/Default.aspx">https://cambridgeshirepeterboroughcagov.cmis.uk.com/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/889/Committee/67/SelectedTab/Documents/Default.aspx</a>