



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.4
04 NOVEMBER 2020	PUBLIC REPORT

CAMBRIDGESHIRE AUTONOMOUS METRO PROGRAMME UPDATE

1.0 PURPOSE

- 1.1. The purpose of this report is to provide an update to the Committee on the advancement of the Cambridgeshire Autonomous Metro (CAM) programme and the establishment of the Special Purpose Vehicle (SPV) that will deliver the programme.
- 1.2. The report also seeks to provide details as to alternative general areas for the C2C route.
- 1.3. Finally, the report seeks to set out a proposed change to the scope of the Transport and Infrastructure Committee, to support the Mayor in his role as representative of the Cambridgeshire and Peterborough Combined Authority, the Local Transport Authority for the area.

<u>DECISION REQUIRED</u>	
Lead Member:	Mayor James Palmer
Lead Officer:	Kim Sawyer, Chief Executive Simon Wright, Technical & Engineering Advisor
Forward Plan Ref: n/a	Key Decision: No
The Transport and Infrastructure Committee is recommended to: a) Note the updates set out in this report. b) Support the Mayor in his representative role on the Greater Cambridge Partnership Executive Board by recommending that the Combined Authority expand the Terms of Reference of the Transport and Infrastructure Committee to enable it to consider and comment on key business items for the Greater Cambridge Partnership (GCP) related to CAM schemes by amending Chapter 8 of the CPCA Constitution (Transport and	Voting arrangements A simple majority of all Members

<p>Infrastructure Committee), Section 3, to include:</p> <p>3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters.</p>	
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2.0 BACKGROUND

- 2.1. The Cam Concept Design Procurement was launched on the 5th October with interested organisations needing to submit their completed SSQs by 4th November. So far there has been a phenomenal level of interest from a very diverse range of organisations. In response to the expected high level of returns, the CPCA is currently identifying a number of evaluators to support the process and ensure the procurement timetable is adhered to.
- 2.2. The Cam Business Case requirements is being procured under a 5-lot structure to facilitate project requirements over the next 4 years.
- **Lot 1** – Programme and Project Management – this will be a direct award, from an OJEU compliant framework, in November 2020 to facilitate the time critical procurement of Lots 2 & 3.
 - **Lot 2** – Engineering, transport planning, EIA
 - **Lot 3** - funding & finance, business case writing, Strategic Advice – these will be procured on the open market through a Restricted OJEU Procedure to ensure an award by mid-March 2021.
 - **Lot 4** – Land Referencing – this will be a direct award from an OJEU compliant framework.
 - **Lot 5** – Legal support & Advice – this is currently out to tender, as a further competition, from an OJEU compliant Framework

SPV Establishment

- 2.3. The CAM SPV, One CAM Ltd, has been incorporated. A first board meeting, convened of the interim directors, has been arranged. This meeting will enable various key administrative steps (confirmation of bank account etc), to be completed. Key items of business will be the recommendation to the CPCA Board meeting in November of the appointment of Chief Executive and the non-executive directors following interview processes being conducted by the CPCA.
- 2.4. Company documents, including a shareholder and subscription agreement, together with a Service Level Agreement (which will provide for support

services for the One CAM Ltd) are in an advanced state of preparation and are expected to be entered into in the early part of November.

SPV Chief Executive Officer Recruitment

2.5. Recruitment is also advancing for key leadership roles in the SPV. Shortlisted candidates for the SPV Chief Executive Officer will be interviewed on 2 November, with the preferred candidate expected to be presented to the CPCA Board on 25 November. Additionally, recruitment for the SPV Director of Strategy is also underway with a shortlist of candidates expected in November and interviews to be scheduled in December to identify a successful candidate before the end of the calendar year. Recruitment is also progressing for the SPV Non-Executive Directors with candidate interviews scheduled for 5 and 6 November with a recommendation for appointment of the successful candidates to the CPCA Board meeting in November.

CPCA and GCP Joint Working

- 2.6 Following on from the attendance by the Mayor at the Greater Cambridge Partnership Executive Board, the CPCA and the GCP continue to progress their joint working arrangements. Improved arrangements will present a unified approach to delivery of the CAM, enabling the CPCA to promote the CAM work being delivered by the GCP, enabling the Mayor to actively engage in CAM work across the entire network and support GCP decision making as part of the GCP Board. To progress the CAM programme in an integrated fashion, officers at the CPCA and GCP have also been working closely to ensure all components of the programme achieve the objectives of the scheme. Joint working has focused on how to integrate the programme in the development of one or more business cases that show alignment across the programme and properly capture the benefits of the overall scheme, with some engagement on potential alternative routes for the Cambridge to Cambourne (C2C) project.
- 2.7 Over the last month, GCP and CPCA officers have discussed how best to bring forward the CAM to central Government through the potential creation of a programme-wide business case, whilst removing or minimising any delay in the progress of component projects already in development. Several options are under consideration that will allow for a more joined up approach and presentation of the CAM as a programme without causing unnecessary delays, but options are still under evaluation and in discussion with key government departments. Following further work to evaluate these options and engagement with central Government, an update will be provided to this Committee for agreement on a recommended path forward that is reflective of a more integrated approach required to deliver the CAM.

C2C Route – Alternative Proposals

- 2.8 The Mayor has previously stated that “collaboratively working between the Combined Authority and GCP will ensure that the collective transport infrastructure investments in the region will work to become more than the sum of their parts. Joint working and alignment is important so that we ensure the

future delivery of transport schemes which will improve connectivity across Cambridgeshire and Peterborough as a whole.”

- 2.9 The Combined Authority has previously reviewed the GCP C2C proposals against the LTP CAM Sub-strategy. A previous report to this Committee on 8 July 2020 found that the proposed C2C route by GCP was not compliant with the emerging Sub-Strategy and asked the GCP to formally comment on the proposals. A response from the Chief Executive of the GCP is attached at Appendix 1.
- 2.10 As a result of concerns raised by local residents with the Mayor as chair of the Local Transport Authority and following the independent report on compliance with the CAM sub-strategy referred to above, a number of high-level alternative route proposals have been considered by the CPCA. GCP officers were asked to take part in technical workshops with the CPCA to consider alternative route alignments. From those workshops CPCA officers have developed a preferred indicative route corridor and have recently shared this preferred route corridor with GCP colleagues. In response GCP officers have raised some initial concerns and asked for further investigations on the additional cost of a northern alignment, an assessment of the impact on the environment and the potential construction complexity and risk associated with the preferred corridor. A plan showing a broad corridor for the potential alternative route is attached at appendix 2. It should be recognised that this is a proposal for an alternative route which will require considerable further exploratory work and consultation with the public before the route can be approved. It is provided to give some transparency on the discussions between the CPCA and the GCP.
- 2.11 More detail on the preferred northern corridor will be brought back to the CPCA Transport & Infrastructure Committee and GCP Executive Board regarding the further investigatory work and timescales as this emerges from the continued officer working arrangements. In addition to the above preferred route corridor the CPCA will continue to explore other potential options to the north of the A428 in seeking to overcome the initial concerns raised by the GCP officers.
- 2.12 To ensure the project has effective internal oversight, an officer executive steering group has been established to ensure continued coordination between the CPCA and GCP on their component projects of the CAM programme.

Transport and Infrastructure Committee: Terms of Reference

- 2.13 In order to support the Mayor in his role as representative of the Local Transport Authority on the GCP Executive Board, it is proposed that the role of the CPCA Transport and Infrastructure Committee be expanded, through a change to its Terms of Reference, to review and comment upon matters to be considered by the GCP. Meetings of the Transport and Infrastructure Committee could be timetabled to allow for consideration in a timely fashion to enable the Mayor to actively engage with the GCP on matters related to the CAM network.

2.14 Further, and to support those discussions at the Transport and Infrastructure Committee, officers of the GCP would be invited to present and discuss relevant items of business. The GCP officers have already been invited to present on the Cambridge South East CAM route consultation as a separate item on this agenda for the Transport & Infrastructure Committee.

2.15 The following changes to the terms of reference of the Transport and Infrastructure Committee would enable it to consider GCP business cases:

a) Amendment to Chapter 8 of the CPCA Constitution (Transport and Infrastructure Committee), Section 3, to include:

3.2.13 Review matters related to the CAM scheme prepared by the Greater Cambridge Partnership and make representations to the GCP Executive Board related to CAM matters.

SIGNIFICANT IMPLICATIONS

3.0 FINANCIAL IMPLICATIONS

3.1. There are no financial implications to be notified in this report: a separate Budget and Performance paper will be presented to this Committee which will include an update on this project.

4.0 LEGAL IMPLICATIONS

4.1. Changes to the terms of reference of the Transport and Infrastructure Committee is a matter for the Combined Authority Board, which is responsible for the constitution.

4.2. Other legal implications of significance are noted in the body of this report.

5.0 OTHER SIGNIFICANT IMPLICATIONS

5.1. None.

6.0 APPENDICES

6.1. Appendix 1 – Response from the Chief Executive of the GCP.

6.2. Appendix 2 - Indicative Plan – Northern C2C Route Alignment

<u>Background Papers</u>	<u>Location</u>
None	