

Date: 16th December 2020

Telephone: 01353 667721

E Mail: James.Palmer@cambridgeshirepeterborough-ca.gov.uk

RACHEL STOPARD
CEO, GREATER CAMBRIDGE PARTNESHIP
SHIRE HALL
CAMBRIDGE
CB3 0AP

The Mayor's Office
72 Market Street
Ely
CB7 4LS

Dear Rachel,

GREATER CAMBRIDGE PARTNERSHIP CONSULTATION: CAMBRIDGE SOUTH EAST TRANSPORT CONSULTATION

Thank you for the opportunity to respond to the consultation and to that end I am responding to the consultation as Chair of the Combined Authority's Transport & Infrastructure Committee. The Combined Authority welcome the opportunity to continue to work with the GCP on the development of this scheme that form a fundamental component to the Cambridgeshire Autonomous Metro (CAM) project.

Economic growth across Cambridgeshire and Peterborough has over recent decades not been matched by the provision of the appropriate transport infrastructure. Evidence shows that to sustain future growth in the region, new infrastructure is essential to support the delivery of new jobs and new homes.

CAM will connect key regional centres of employment, existing settlements, key railway stations, new homes and planned growth, to create a platform for sustainable and inclusive growth. It will support the delivery of much needed new housing underpinned with world class infrastructure and built on sustainable principles.

CAM will transform people's day-to-day lives, by connecting communities and creating new jobs and widening access to opportunities across the region.

Several of the proposed interchange points outlined in the CSET consultation are considerable distance from local communities and/or the destination. In line with the Cambridgeshire and Peterborough's *Local Transport Plan's* (LTP) Accessibility objective and policies CAM-E11 and CAM-E13 of the *CAM: LTP sub-strategy*, these interchanges should ideally be located at either major attractors or generators of passengers and within 10 to 15 minutes' walk to key locations ensuring ease of access to major attractors. Establishing stops at the optimal locations helps to reinforce the sustainable transport message. It is imperative that these connections

The Mayor's Office,
72 Market Street,
Ely, CB7 4LS



are safe, well-maintained and integrated into the fabric of the urban environment and associated transport network. In addition, the use of private car may increase due to the parking available at the proposed park and ride site.

Further clarification is required around the access arrangements to Babraham and Granta Park. If the scheme is to provide an attractive and viable alternative to the private car for people wishing to travel to/from these locations, it will ultimately have a significant environmental benefit and thereby be a key contributor in achieving the *LTP*'s climate change objective to reduce emissions to 'net zero' by 2050. It is therefore imperative that connections to these areas are explored to align with the aspiration of CAM to link to these areas and provide a more attractive alternative to the private car.

In addition, the location and accessibility of the travel hub needs to be fully considered to ensure it is attractive for potential users to meet policies CAM-E10 and CAM-E13 of the *CAM: LTP sub-strategy*. The hub should offer a seamless and high-quality interchange for users, whilst minimising the impact on the environment and in particular the Green Belt.

The GCP have outlined that within its Green Belt assessment the CSET scheme will cause minor-to-moderate harm to the Green Belt, with the majority of this caused by the impact of the Travel Hub. It is essential that these adverse impacts are mitigated and that positive contributions to biodiversity are "locked in" and most of the necessary initiatives delivered in advance of the scheme opening.

The plans outline that up to 2,500 car parking spaces will be provided at the proposed A11 Park and Ride site. The need for these spaces is based on demand forecasting (including future developments). The GCP have outlined that some of the spaces may not be required; however, a site with potential for expansion is proposed. It is vital that this location is designed appropriately to allow for the expansion of the site as and when demand is met. As outlined within the *LTP Environment objective and policy CAM-EV1 of the CAM: LTP sub-strategy*, it is not appropriate for the Green Belt to be used for a 2,500-car park on Day One when demand will not require this number. Rather the car park should meet the Day (Year) One demand/expectation (including a contingency) with the potential to expand in a timely manner, when demand requires it.

To meet the overarching objectives of the *LTP*, specifically in relation to Environment and Climate Change; the associated *CAM: LTP sub-strategy's* policies CAM-E18, CAM-E19 and CAM-EV2; and the government's Green Industrial Plan, it is important that this scheme utilises alternative fuel sources to minimise the impact of the scheme on the environment. Therefore, the vehicles should be zero-emission from Day One of operation.

Integration with the world class, future-proofed public transport network offered by CAM is essential. For the scheme to fully meet its sustainability and environmental aspirations and thereby meet the Environmental and Society objectives of the *LTP* and the policy CAM-EV1 of the *CAM: LTP sub-strategy*, it is imperative that it is:



- Constructed to reduce environmental impacts;
- Designed to optimise the route alignment (vertical and horizontal including considerations of ecological constraints and operational use by vehicles);
- Resilient to future environmental and economic pressures (e.g., climate change and resource scarcity); and
- Adaptable to changing uses including increased travel volumes, greater demand for public and active (cycling and walking) transport.

It is noted that the GCP have outlined that the scheme will provide a net gain with regards biodiversity. To maximise the biodiversity net gain from this scheme it is important that the changes brought about by its development are delivered in a timely manner. Further clarification is sought around the plans to provide a net gain in biodiversity, as ideally these improvements will be delivered in the vicinity of the scheme.

The overarching scheme aligns to the *LTP*, the recently published *CAM: LTP sub-strategy* and national government policies and strategies, such as Green Industrial Plan. The Authority welcomes the opportunity for continued engagement through the scheme's development to address the issues outlined within this response and to ensure the delivery of a truly holistic and integrated transport network for the people of Cambridgeshire.

Yours sincerely

Mayor James Palmer
Cambridgeshire & Peterborough Combined Authority

