



TRANSPORT & INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.2
4 NOVEMBER 2020	PUBLIC REPORT

LOCAL TRANSPORT PLAN CAM SUB-STRATEGY

1.0 PURPOSE

- 1.1. To review and agree the amendments to the Local Transport Plan (LTP) draft sub-strategy setting out the vision for the Cambridgeshire Autonomous Metro (CAM) following consultation, to allow for its adoption by the Combined Authority Board.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor of Cambridgeshire and Peterborough
Lead Officer:	Paul Raynes, Director of Delivery and Strategy
Forward Plan Ref: N/A	Key Decision: No
<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">(a) Note the consultation responses to the Cambridgeshire Autonomous Metro (CAM): Local Transport Plan (LTP) sub-strategy;(b) Agree the amendments made to the CAM: LTP sub-strategy in light of the consultation responses;(c) Note that the CAM LTP sub-strategy sets out the vision for CAM, against which, schemes contributing to the CAM will be considered; and(d) Recommend the approval of the CAM: LTP sub-strategy by the Combined Authority Board.	<p>Voting arrangements</p> <ul style="list-style-type: none">(a) N/A(b) Simple Majority(c) N/A(d) A vote in favour by at least two thirds of all Members (or their Substitutes) appointed by the Constituent Councils to include the Members appointed by Cambridgeshire

	County Council and Peterborough City Council.
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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. The LTP said that it would be supported by specific sub-strategies and policies that would continue to be developed and reviewed over the course of the LTP.
- 2.2. At the March meeting of the Transport and Infrastructure Committee it was agreed that a LTP sub-strategy should be developed setting out in more detail the LTP policy foundation for the CAM as a whole network.
- 2.3. The CAM sub-strategy, which is consistent with the LTP, will ensure that individual components of the CAM network, are fully compliant with a coherent and consistent overall vision for the transport network for Cambridgeshire and Peterborough.
- 2.4. 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 helps to deliver agglomeration benefits.
- 2.5. Individual schemes which are intended to form part of the CAM, other public transport proposals within the CA area, and CA positions on partners' schemes such as East-West Rail, will be evaluated against the strategy.

Consultation

- 2.6. Following Board approval, the draft sub-strategy was subject to public consultation ahead of its final adoption by the Board. This is required by the Transport Act 2000. The consultation lasted for 12 weeks between 4th May and 17th July 2020 and was conducted with regard to the constraints imposed due to COVID 19. This consultation enabled the Combined Authority to better understand the views of key stakeholders on the overarching strategic vision, aims and objectives of the CAM strategy.
- 2.7. A total of 88 responses were received by the advertised feedback deadline, including 65 survey responses and 23 freeform submissions. Following the submission of comments, the officers of the Combined Authority have reviewed and considered all the comments provided. This paper details how the officers of the Combined Authority have amended the sub-strategy in light of the comments received.
- 2.8. A review of the feedback received found that:
 - 67% strongly agreed or agreed with the objectives of the sub-strategy;
 - Only 18% strongly disagreed or disagreed that the aims of the LTP and sub-strategy strongly aligned;

- Just 10% of respondents disagreed with the objectives and sub-objectives of the sub-strategy;
- 62% strongly support or support the wording of the economic sub-objectives;
- 62% strongly support or support the wording of the societal sub-objectives; and
- 68% strongly support or support the wording of the environmental sub-objectives.

2.9. Freeform responses to the request for additional information noted that respondents supported the sub-strategy, and many felt that the timelines for CAM should be accelerated if possible. There were several suggested improvements to the document, including the provision of more detail within the sub-objectives, and proposed minor re-wording and clarification of various aspects of the document.

2.10. The principle updates to the sub-strategy included:

- Additional clarification of CAM Policy E1, E2, E15 and E17;
- Removal of the programme section. The overarching CAM programme should be further developed in line with CAM Policy E17;
- Minor verbal alterations to the narrative; and
- An update to the network map.

2.11. Respondents saw affordable fares and good first and last mile links from CAM stations as essential to the success of the network, and said that infrastructure such as CAM should be delivered prior to the delivery of additional housing. Stakeholders also shared the views of survey respondents that strong integration with existing and proposed public transport links (including East-West Rail) and the provision of good first and last mile links are crucial to ensuring modal shift and enabling multi-modal journeys.

2.12. Feedback was received from the Greater Cambridge Partnership specifically in relation to the delivery of the Cambourne to Cambridge route component of the CAM. This part of the CAM network will be assessed against this sub-strategy, including at later stages when statutory consents are being sought.

2.13. In addition to the feedback provided via the survey, freeform responses received from various stakeholders were also largely positive, with the majority supporting the objectives and sub-objectives, and agreeing that the sub-strategy aligns with the LTP.

Geographical spread of respondents

2.14. Respondents were concentrated in and around the city of Cambridge, with a small number of individuals located in/close to regional settlements such as Huntingdon, Peterborough, and Ely. Notably, stakeholder respondents were distributed over a wider area, with only two located in Cambridge – this is likely to be a result of organisations' registered offices being located further afield. Three stakeholder responses did not provide an address.

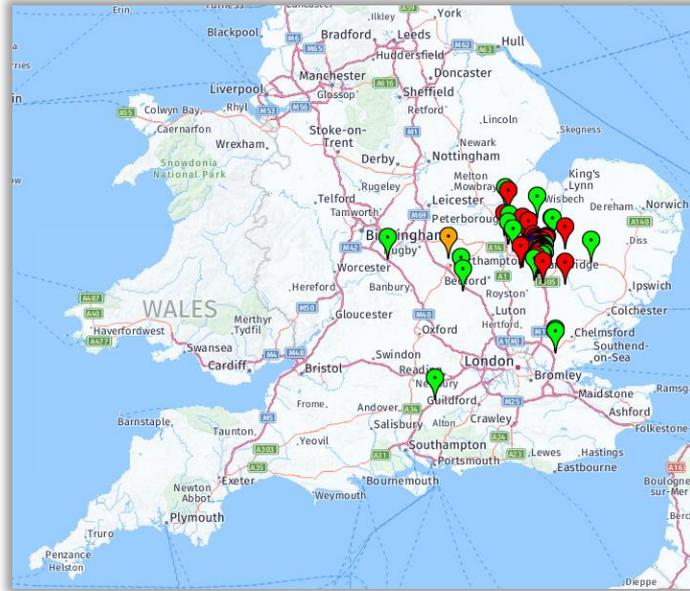


Figure 1: Respondents by given address (National view)

(green = stakeholder; red = resident; blue = resident & business; orange = visitor to the region)

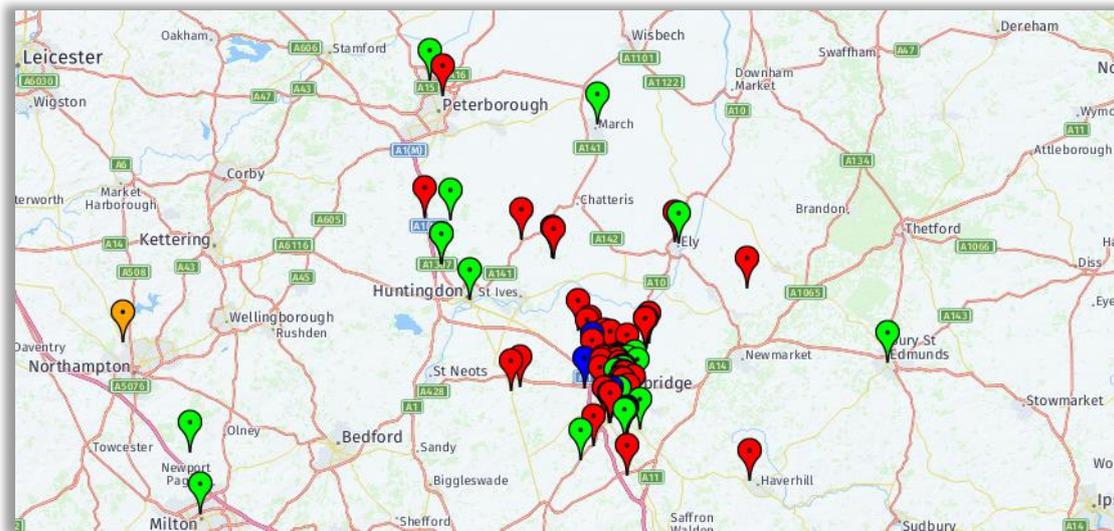


Figure 2: Respondents by given address (Regional view)

(green = stakeholder; red = resident; blue = resident & business; orange = visitor to the region)

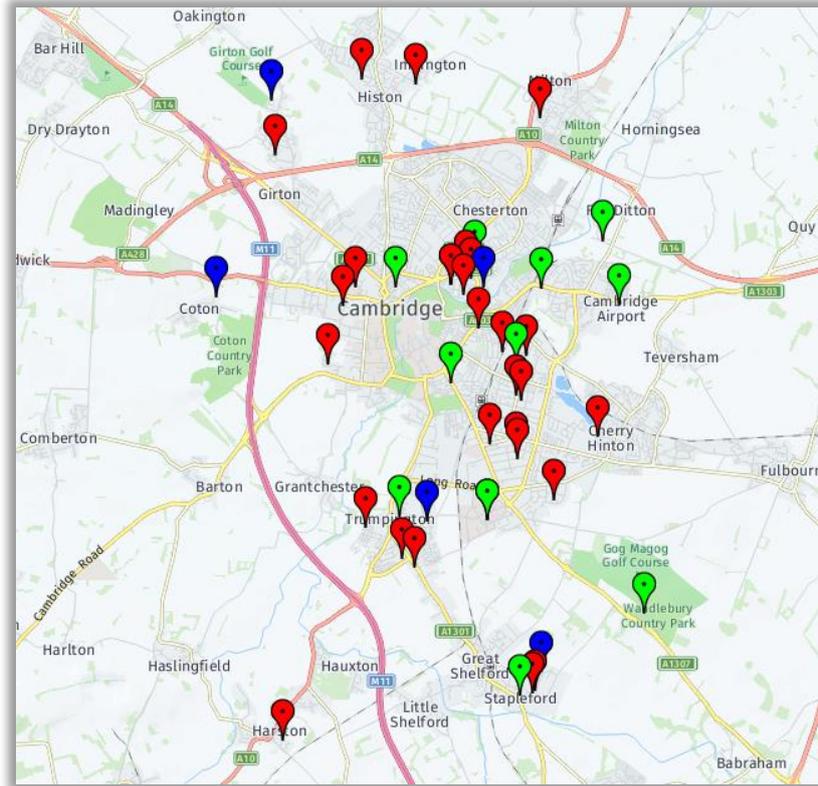


Figure 3: Respondents by given address (City Centre view)

(green = stakeholder; red = resident; blue = resident & business; orange = visitor to the region)

Nature of Respondents

2.15. Approximately half of responses were received from members of the public – 46 in total. Thirty-four of the remaining responses were received from a variety of stakeholders, including businesses, voluntary/community organisations, and public sector bodies. Seven responses were received from individuals classified as both residents and having a business interest, whilst one response was provided by a visitor to the region.

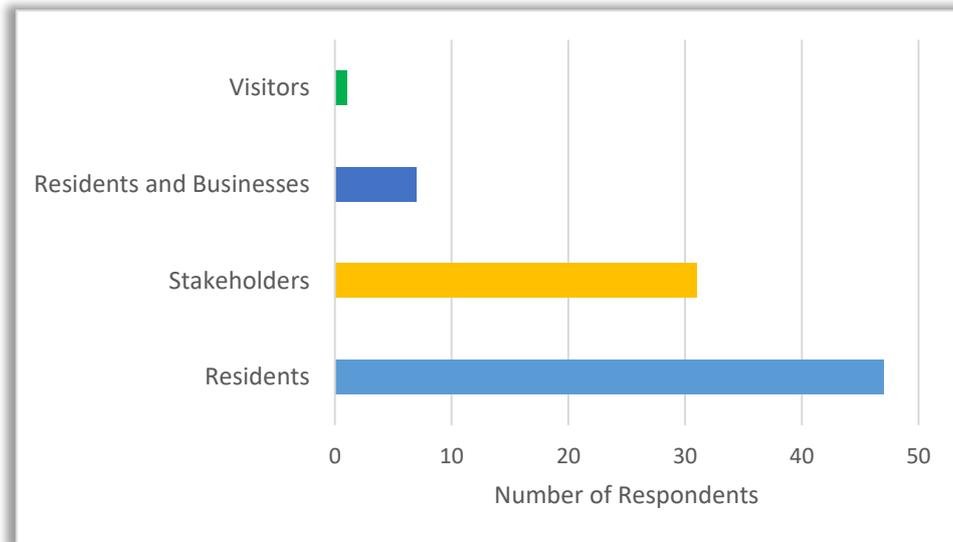


Figure 4: Respondents by nature

Amendments made to the CAM sub-strategy

2.16. Following the feedback received from the consultation, a number of minor changes have been made to the sub-strategy. These are not significant or material enough to require re-consultation. All the comments received and how the Combined Authority has responded to them can be found in Appendix 3. In the main the changes are around providing greater detail within the sub-objectives and updating the document to ensure that all active modes align with local and central government policy. The list below summarises the key amendments:

- Changed reference to cycling and walking to read active travel to align with government policy and ensure the project consider impacts on horse riders;
- The overarching positioning of the objectives and sub-objectives has remained as there was support following consultation; however, the objectives themselves have been amended to ensure they are SMART;
- The map of the network has been updated to correct an error; and
- Greater emphasis within the document illustrating the alignment with the Local Transport Plan and emerging Local Plans.

Adoption of sub-strategy

2.17. Once agreed by the Committee, approval from the Board will be sought for the sub-strategy. Following approval, the CAM: LTP sub-strategy will have a statutory grounding and the document will be a benchmark against which schemes forming part of the CAM will be considered. More detail on this is in the Legal Implications section of this paper.

3.0 FINANCIAL IMPLICATIONS

- 3.1. None at this stage directly in relation to the development and agreement of the sub-strategy.

4.0 LEGAL IMPLICATIONS

- 4.1. The Peterborough and Cambridgeshire Combined Authority Order 2017 (SI 2017/251) confirmed the Cambridgeshire and Peterborough Combined Authority as the Local Transport Authority for its area. The Combined Authority by way of Part 3 Article 8 of the 2017 Order assumed powers and duties contained within Parts 4 (Local Passenger Transport Services) and 5 [Financial Provisions] of the Transport Act 1985, and Part 2 [Local Transport] of the Transport Act 2000 (as amended), which included the duty to produce a Local Transport Plan as set out at section 108(3) of the Transport Act 2000.
- 4.2. Since the making of the 2017 Order the Combined Authority has delegated some of its transport functions to Cambridgeshire County Council and Peterborough City Council, which previously had responsibility for transport functions in the Combined Authority's area. At its meeting on 29th January 2020 the Combined Authority Board made further delegation of some of its transport functions to those authorities for the 2020/21 municipal year. The power to exercise the transport functions currently being exercised by the County Council and Peterborough City Council derive solely from the statutory transport powers of the Combined Authority as detailed above. The Greater Cambridge Partnership, as a joint committee of the County Council, Cambridge City Council and South Cambridgeshire District Council, derives its authority to exercise transport functions from the transport delegation granted to the County Council by the Combined Authority. The Combined Authority would have to authorise any sub-delegation from the County Council to the Greater Cambridge Partnership for the 2020/21 municipal year.
- 4.3. The Local Transport Plan adopted by the Combined Authority Board at its meeting on 29th 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.
- 4.4. Section 109 (1) of 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.
- 4.5. Section 108 (1) of The Transport Act 2000 also requires the Combined Authority's functions to be carried out so as to implement the policies set out in its Local Transport Plan.

- 4.6. Further to paragraph [2.15], there will be a number of key impacts following adoption of the LTP sub-strategy from a planning and consenting perspective. First, relevant local planning authorities will need to have regard to this sub-strategy, and the LTP itself, when preparing development plan documents. This applies, for instance, to the preparation of the emerging Greater Cambridge Local Plan.
- 4.7. In addition, from a consenting perspective CAM is expected to be authorised by one or more orders (statutory instruments) made by the Secretary of State for Transport under the Transport and Works Act 1992 or the Planning Act 2008. Irrespective of which consenting route is pursued for this sub-strategy, and the LTP itself, will have an important role to play when authorisation is sought for CAM. Any application for the authorisation of CAM will be scrutinised to determine the extent to which the application is compatible with the LTP and with this sub-strategy.
- 4.8. The recommendations accord with CPCA’s powers under Parts 3 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).
- 4.9. The meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

5.0 APPENDICES

Appendix 1 – Revised LTP sub-strategy

Appendix 2 – CAM Sub-strategy Consultation Feedback Report

Appendix 3 – Summary of Authority’s position regarding each comment received

<u>Background Papers</u>	<u>Location</u>
Transport and Infrastructure Committee reports 6 March 2020	Transport and Infrastructure Committee papers 6 March 2020