



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.8</b>
<b>6 MARCH 2020</b>	<b>PUBLIC REPORT</b>

## **LOCAL TRANSPORT PLAN AND THE CAMBRIDGESHIRE AUTONOMOUS METRO**

### **1. PURPOSE**

- 1.1. To seek agreement that existing GCP CAM schemes be considered in the context of a Local Transport Plan sub-strategy setting out the vision for the CAM metro as a whole; and to propose short term public transport improvements between Cambourne and Cambridge.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: Yes</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <p>(a) Commission the preparation of a LTP sub-strategy setting out the vision for the CAM metro as a whole, against which schemes contributing to the CAM can be considered; and</p> <p>(b) Authorise officers to propose short term public transport improvements between Cambourne and key employment sites in Cambridge.</p>	<p><b>Voting arrangements</b></p> <p>Simple majority of all Members</p>

## **2. BACKGROUND**

- 2.1. The Mayor has written to the Greater Cambridge Partnership in his capacity as Chairman of the Local Transport Authority making it clear that he does not support the GCP's proposals for public transport between Cambourne and Cambridge in their current form.
- 2.2. Following the recent announcement of a choice of the alignment for East-West Rail, the Mayor said that "CAM will deliver a world-class mass transit system that will complement the new rail link, serving the smaller communities that the heavy rail line will pass without stopping. With so many new transport projects underway in this area, it is critical that we who are responsible for delivery think strategically about how plans relate to and connect with each other, to ensure the minimal disruption and the best possible service for the people and communities we serve". It is clear that the interaction between the proposed Cambourne to Cambridge scheme and East West Rail needs to be fully understood to ensure that the two schemes will genuinely complement each other. It is also necessary that individual components of the CAM network should be fully integrated into the overall vision for the metro.
- 2.3. The Authority's first Local Transport Plan (LTP) for Cambridgeshire and Peterborough was approved by the Board in January 2020. It is envisaged that the LTP will be supported by specific sub-strategies and policies. In order to ensure that individual components of the CAM metro network, such as the proposed Cambourne to Cambridge scheme, and driven by and fully compliant with the overall vision for the network, and to ensure that the recently announced East West Rail alignment complements the CAM network, it is desirable that a LTP sub-strategy for the CAM as a whole be developed urgently. Individual schemes which are intended to contribute to the CAM, other public transport proposals within the CA area, and CA positions on partners' schemes such as East West Rail, can then be evaluated against that strategy.
- 2.4. As proposed, the Cambourne to Cambridge scheme would not be delivering transport improvements until around 2025. In the short term, there is a need to improve public transport between Cambourne and key employment sites in Cambridge. This has been evidenced by the Combined Authority's recent bus survey. The Committee is therefore invited to agree that officers should develop proposals in liaison with bus operators and other partners for short term public transport improvements between Cambourne and key employment sites in Cambridge and bring those forward for agreement as soon as possible.

## **SIGNIFICANT IMPLICATIONS**

### **3. FINANCIAL IMPLICATIONS**

- 3.1. None at this stage, although there could be a cost attached to short term public transport improvements. This would be accommodated within available budgets.

## **4. LEGAL IMPLICATIONS**

- 4.1. The *Peterborough and Cambridgeshire Combined Authority Order 2017* confirmed the Cambridgeshire and Peterborough Combined Authority as the Local Transport Authority for its area. The Combined Authority 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.
- 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 29 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. 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 29 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. 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. The Act also requires the Combined Authority's functions to be carried out so as to implement the policies set out in its Local Transport Plan.

## **5. OTHER SIGNIFICANT IMPLICATIONS**

- 5.1. None

## **6. APPENDICES**

- 6.1. None