

TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.2
08 JULY 2020	PUBLIC REPORT

TITLE: CAM CPCA C2C Review against CAM Sub Strategy

1.0 PURPOSE

1.1. The purpose of this report is to:

- (a) Present the findings, conclusions, and recommendations from the CPCA review of the GCP C2C Project against the LTP: CAM Sub Strategy
- (b) Request approval for the findings / recommendation to be sent to GCP for their review and consideration

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Kim Sawyer, CPCA - CEO
Forward Plan Ref: N/A	Key Decision: No
<p>The Combined Authority Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"> (a) Note the findings, conclusions and recommendations as outlined in the CPCA report on the review of the current C2C project, and (b) Approve the release of the CPCA report to GCP for their review and consideration 	<p>Voting arrangements</p> <p>Simple majority</p>

2.0 BACKGROUND

2.1. On 21st April 2020 the Mayor of the Cambridgeshire and Peterborough Combined Authority (CPCA) and the Greater Cambridge Partnership (GCP) executive board agreed that the current Cambourne to Cambridge (C2C) scheme should be immediately reviewed against the LTP: CAM Sub Strategy. As the first route of the CAM, the independent review would indicate whether the proposed route was compliant with the CPCA's Local Transport Plan and

emerging CAM sub-strategy. The results of the review are being reported to this Transport and Infrastructure committee meeting.

- 2.2. The CPCA requested Jacobs (Engineering Consultants) to conduct an independent review of the C2C scheme. Jacobs are working with the CPCA on the development of the emerging outline business case for the CAM and were therefore considered to have suitable experience and understanding to provide the necessary analysis of the C2C scheme against the CAM sub-strategy. It was however a term of the agreement between the CPCA and Jacobs that they should take an independent view of the C2C scheme and its ability to meet the CAM sub-strategy.
- 2.3. Publicly available C2C project information was reviewed with a focus on the published SOBC, draft OBC and recent project updates. From this information, it has been concluded that the current C2C scheme does not meet the requirements of the LTP: CAM Sub Strategy main and sub-objectives. The detailed finds, conclusions and recommendations from the Jacobs review can be found in Appendix 1.
- 2.4. To meet the requirements of the LTP: CAM Sub Strategy main and sub-objectives several potential amendments to the current C2C scheme have been identified including committing to electric / zero emission vehicles, connecting to the East West Rail Station, preferably via a segregated route around Cambourne and minimise potential environmental impacts, particularly around Coton and Westfields. It is noted that some of these potential amendments have already been identified within the latest C2C proposals.
- 2.5. The CPCA should submit the Jacobs review to the GCP executive board and invite the GCP to make a further presentation to the CPCA's Transport and Infrastructure Committee setting out how any amended C2C route is compliant with the CAM sub-strategy and therefore in alignment with the policies of the Local Transport Plan.

3.0 FINANCIAL IMPLICATIONS

- 3.1. No immediate financial implications are anticipated to CPCA other than ad-hoc support by CPCA officers to work with GCP colleagues to review and implement the CPCA findings and recommendations.
- 3.2. The outcome of the GCP review of the CPCA findings and recommendations may have implications on the current C2C proposals for the route alignment, physical infrastructure, cost, and timescales. Decisions made by the GCP executive board may have consequences for the development of the City Tunnel Section and the CAM Regional Route West between Cambourne and St Neots currently being planned by CPCA.

4.0 LEGAL IMPLICATIONS

- 4.1. The Combined Authority is the Local Transport Authority for the Cambridgeshire and Peterborough area and adopted the Local Transport Plan in January 2020. The draft CAM Sub-Strategy, which if adopted will form part of the Local Transport Plan, is currently out to consultation following the decision of the Combined Authority Board at its meeting on 29 April 2020, Section 109 of the Transport Act 2000 requires the Combined Authority, as the Local Transport Authority, to keep its Local Transport Plan under review and to alter it if it considers it appropriate to do so.
- 4.2. All transport schemes within Cambridgeshire and Peterborough must conform to the Local Transport Plan and to any future alterations to the LTP such as the emerging CAM Sub-strategy. Conformity to the Local Transport Plan will be a material consideration in any future public inquiries relating to planning consents, Transport Works Act Orders or Development Consent Orders required for the delivery of transport schemes. The failure of a transport scheme to conform to the Local Transport Plan would therefore prejudice its ability to secure the necessary consents and orders required for it to proceed to delivery.

5.0 SIGNIFICANT IMPLICATIONS

- 5.1. There may be a delay to the overall implementation of the C2C project as the potential findings and recommendations are considered and implemented as appropriate. CPCA will work with GCP colleagues to understand potential cost and time impacts. A report back to the T&I committee will be prepared.

6.0 APPENDICES

- 6.1. Appendix 1 - Jacobs Memorandum: Review of C2C against CAM Objectives

<u>Source Documents</u>	<u>Location</u>
List background papers: As noted in Appendix 1	List location of background papers https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-background