



Cambridgeshire and Peterborough Combined Authority - Overview and Scrutiny Committee

DATE: Friday 15th June 2018
TIME: 9 am – 11am
LOCATION: Committee Room 1 and 2, Cambridge City Council, The Guildhall, Cambridge, CB2 3QL

Membership

Council	Member	Substitute
Huntingdonshire District Council	Councillor Doug Dew (Cons)	Councillor Jon Neish (Cons)
	Councillor Tom Sanderson (Ind)	Councillor Barry Chapman (Ind)
East Cambridgeshire District Council	Councillor Mike Bradley (Cons)	Councillor Julia Huffer (Cons)
	Councillor Alan Sharp (Cons)	Councillor Chris Morris (Cons)
South Cambridgeshire District Council	Councillor Philip Allen (LD)	Councillor Pippa Heylings (LD)
	Councillor Grenville Chamberlain (Cons)	Councillor Peter Topping (Cons)
Fenland District Council	Cllr Chris Boden (Cons)	Cllr Maureen Davis (Cons)
	Cllr David Hodgson (Cons)	Cllr Sam Clark (Cons)
Cambridge City Council	Cllr Sargeant (Lab)	Cllr Thornburrow (Lab)
	Cllr Gehring (LD)	Cllr Holt (LD)
Cambridgeshire County Council	Cllr David Connor (Cons)	Cllr Lina Joseph (Cons)
	Cllr Lucy Nethsingha (LD)	Cllr David Jenkins (LD)
Peterborough City Council	Councillor David Over (Cons)	Councillor Irene Walsh (Cons)
	Councillor Ed Murphy (Lab)	Councillor Ansar Ali (Lab)

AGENDA

Item no:		LEAD	PAGE
1.	Apologies To receive apologies and details of any substitute members attending.	A. Gardiner	Verbal
2.	Declaration of Interests At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests.	Chair	Verbal
3.	Call in of Item 3.2 on the Combined Authority Board agenda for 30th May meeting – ‘Mayoral Interim Transport Strategy Statement’ The purpose of the meeting is to provide an opportunity for consideration of the request to call in a decision. A call in request has been made in relation to the decision made by the Combined Authority Board which was published on 1 st June 2018 regarding the Mayoral Interim Transport Strategy Statement.	Chair	Page 3

The Combined Authority is committed to open government and members of the public are welcome to attend Overview and Scrutiny Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens.

For more information about this meeting, please contact Anne Gardiner at anne.gardiner@cambridgeshirepeterborough-ca.gov.uk



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

OVERVIEW AND SCRUTINY COMMITTEE	AGENDA ITEM No: 3
15 JUNE 2018	PUBLIC REPORT

Call in of Item 3.2 on the Combined Authority Board agenda for the 30th May meeting – Mayoral Interim Transport Strategy Statement

1.0 PURPOSE

- 1.1 The purpose of the report is to consider a request to call-in a decision made by the Combined Authority Board regarding the Mayoral Interim Transport Strategy Statement.

Decision Required

Lead Officer: Kim Sawyer, Monitoring Officer

Recommendations:

The Committee is recommended to:

- 1) consider the request to call-in decisions taken by the Combined Authority Board on 30th May regarding Item 3.2 on the Board agenda relating to the Mayoral Interim Transport Strategy Statement. (Appendix 1)
- 2) decide whether or not the Committee considers that the Combined Authority has made a key decision. (If the Committee decides the decision was not a key decision, the decision will be implemented.)
- 3) if it agrees that a key decision has been made, to further consider whether to call in the decision and to refer it back to the Board for reconsideration, setting out the Committee's concerns and recommendations. (If the Committee do not agree the call in, the decision will be implemented.)
- 3) The Committee considers any response provided by the Monitoring Officer and Chief Executive of the Combined Authority at the meeting.

2.0 BACKGROUND

- 2.1 On 30th May 2018 the Combined Authority Board made a non-key decision relating to the Mayoral Interim Transport Strategy Statement. A copy of the report considered by the Board is attached at Appendix 1.
- 2.2 In accordance with the constitution the decision notice was published on the 1st June 2018.
- 2.3 The decision notice stated that the Board made the following decision.
- It was resolved to:
1. approve the Mayoral Interim Transport Strategy Statement
 2. note that a review of the features and timeframes for all transport corridors would be undertaken and completed in June and July 2018.
 3. note that a further report will be brought to the Combined Board on 25th July 2018.
- 2.4 In accordance with the constitution, notice of the report was given in the May Forward Plan which was published on 27th April; 28 days before the decision was made. It was recorded as a non-key decision and therefore, is not subject to call-in.
- 2.5 A request to call in a key decision requires at least five members of the committee to provide a written request setting out their reasons.
- 2.6 On 5th June, Councillors Lucy Nethsingha, Mike Sargeant, Philip Allen, Tom Sanderson, Marcus Gehring and Ed Murphy submitted a request to call-in this decision for the following reasons:
- 2.7 *“This was on the agenda as a non-key decision, but we believe it has a significant impact on a large number of residents of the Cambridgeshire and Peterborough area, and therefore was incorrectly classified in the board papers.*

Chapter 6 of the Constitution: Transparency Rules, Forward Plan and Key Decisions

11.1. A “key decision” means a decision, which in the view of the Overview and Scrutiny Committee is likely to:

(a) result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to; or

(b) have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

11.2. When assessing whether or not a decision is a key decision, Members must consider all the circumstances of the case. However, a decision which results in a significant amount spent or saved will not generally be considered to be a key decision if that amount is less than £500,000.

11.3. A key decision which is considered to have a 'significant' effect on communities should usually be of a strategic rather than operational nature and have an outcome which will have an effect upon a significant number of people living or working in the area and impact upon:
(a) the amenity of the community or;
(b) quality of service provided by the Authority

We believe that the paper will have a "significant" strategic effect on a large number of residents as outlined in 11.3. as a result of the demand that:

"all current busway and park and ride plans must be paused until the Combined Authority is confident there is full alignment with its plans."

and

"Of the transport schemes currently being promoted or developed by other local and regional organisations, it is important that these are assessed to ensure that they are consistent with the approach set out in the Mayoral Interim Transport Strategy Statement. After the discussions during June and July, a decision will be made about the future of those plans including those in the Greater Cambridge area."

The provision of busways and park and ride sites is a key element of the current Local Transport Plan for the Cambridge and South Cambridgeshire area. Delivery of new transport infrastructure in this area is critical to the viability of the Local Plans for Cambridge and South Cambridgeshire, which are currently with the local planning inspectorate. Any delay to the delivery of new transport infrastructure, including busways and park and rides, could have a significant impact on the willingness of the planning inspector to agree the Cambridge and South Cambs local plans. This will subsequently have a knock-on impact not only on the provision of adequate transport for the area, but also for the ability of both local councils to manage development in their areas. Residents of South Cambridgeshire have been subjected to a large number of speculative developments over past months as a consequence of delays in getting the local plan agreed. Delay to the busway and park and ride schemes could mean this situation continues, having a detrimental impact on all residents in Cambridge and South Cambridgeshire. This decision will both have an impact on the amenity of the community and the quality of service provided by the authority.

We are also of the view that due process was not followed in relation to this key decision, as the constitution states that:

11.4. Subject as below, a key decision may not be taken by the decision maker unless:

- (a) it is in the Forward Plan on the Combined Authority's website;*
- (b) At least 28 clear days' notice has been given, or if this is impracticable, the decision has complied with the provisions set out in paragraph 12 or 13 below as they may apply, and*
- (c) Notice of the meeting has been given in accordance with these rules*

We believe this was not done for the Mayoral Interim Transport Strategy Statement.

We would like to call the paper in for review of the following elements:

1. To have further clarification on what authority the Mayor and Combined Authority have to demand that other partners cease work on projects which have already been started under the current local transport plan. Do the Mayor and CA have any legal right to demand that such work stop?

2. For clarification on how long it is anticipated that such a pause will last, and what is expected to happen if the Mayor's new transport plan is delayed. The paper suggests the pause will last until July, but the new transport plan, with which such projects are being asked to align, is not expected until 2019; which itself is an extremely tight deadline for such a wide-ranging document, for which statutory consultation is required.

3. For clarification on whether the impact of this statement on S106 and other planning negotiations which are already underway for major projects around the city has been taken into account. For example the University has been in negotiations with the City Council and County Council for sometime regarding the expansion of the West Cambridge site, and there are already discussions taking place on the transport infrastructure which will be required to support the new development at Waterbeach. Will negotiations of this type also need to be paused until the Mayor's new transport plan has been approved, given that they have so far been predicated on including bus-priority measures and park and ride sites? If so this could have serious implications in delaying potential growth in the area.

4. For clarification of the impact on schemes which are already well advanced and urgently needed, such as the expansion of the Trumpington Park and Ride, for which a planning application was lodged on 23rd May 2018 (18/0840/CTY).

5. For clarification of the impact on other schemes such as proposals to introduce smart energy grids at the Trumpington and Babraham Park and Ride sites.

2.3 A copy of the request to call in is attached at Appendix 2. A copy of the Officer response is attached at Appendix 3.

2.4 The Committee are requested to consider the call-in request. After considering the request and all relevant advice, the Committee must

1. decide whether the Committee considers that the Combined Authority has made a key decision.

2. If the Committee decides the decision was not a key decision, the call in will be invalid and the decision will be implemented.

3. If it agrees that it considers a key decision has been made, the Committee may either:

- (a) not agree to the request to call-in, and the decision shall take immediate effect;
- (b) refer the decision back to the Board for reconsideration, setting out the Committee's concerns and recommendations.

The Constitution states:

(i) A decision which has been endorsed by the Committee may be implemented immediately.

(ii) Where a decision has been referred back, the Combined Authority Board shall hold a meeting to reconsider the decision no later than 10 days after the date on which the recommendations of the Committee were received by the Combined Authority unless it is dealt with under the urgency provisions within the Constitution, where the matter becomes urgent.

(iii) The Combined Authority Board may confirm, amend or rescind the decision.

3.0 APPENDICES

- 3.1 Appendix 1 – Board Paper – Item 2.3
- Appendix 2 – Request to Call In Form
- Appendix 3 - Officer response

<u>Source Documents</u>	<u>Location</u>
Constitution http://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/Combined-Authority-Constitution-2018.pdf	
Agenda for Combined Authority meeting of 30 th May 2018 http://cambridgeshirepeterborough-ca.gov.uk/meetings/cambridgeshire-and-peterborough-combined-authority-board-11/?date=2018-05-30	



Appendix 1

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BOARD	AGENDA ITEM No: 3.2
30 MAY 2018	PUBLIC REPORT

MAYORAL INTERIM TRANSPORT STRATEGY STATEMENT

1.0 PURPOSE

- 1.1. The Cambridgeshire and Peterborough Combined Authority Order 2017 transferred the local transport planning powers to the Combined Authority and created the Cambridgeshire and Peterborough Combined Authority as the local transport authority for the area.
- 1.2. These powers include responsibility for the development of a new Local Transport Plan (LTP).
- 1.3. To ensure that the Combined Authority complied with its statutory duty, an interim LTP was created. By necessity, this document was an amalgamation of the individual LTPs produced previously by Cambridgeshire County Council and Peterborough City Council. Whilst this LTP set out transport priorities for the area it is recognised that it does not fully align with the bolder transport aspirations of the Combined Authority.
- 1.4. The preparation of a new LTP is major undertaking and is currently under development and will be completed by spring 2019. This new document will address the shortfalls in the existing LTP to ensure full alignment with the Combined Authority's bold and ambitious transport aspirations and priorities for the region. This LTP will challenge traditional approaches in how we design our transport solutions, moving towards a new model which creates a world-class public transport system which integrates metro, rail, bus and mobility services with walking and cycling facilities that supports more active travel choices.
- 1.5. Until such times as the new LTP is in place, there is a need for the Combined Authority to clarify its transport priorities as is set out within this paper. This will bring confidence to residents, businesses, other partners and agencies over the long-term direction of transport in this region.
- 1.6. The Combined Authority Board is asked to approve the enclosed Mayoral Interim Transport Strategy Statement.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Martin Whiteley, Chief Executive
Forward Plan Ref: N/A	Key Decision: N/A
<p>The Combined Authority Board is recommended to:</p> <ol style="list-style-type: none"> 1. approve the Mayoral Interim Transport Strategy Statement 2. note that a review of the features and timeframes for all transport corridors will be undertaken and completed in June and July 2018 3. note that a further report will be brought Combined Board on 25 July 2018. 	<p>Voting arrangements</p> <p>All members are required to be present for this item.</p> <p>Two thirds of the constituent council members must vote in favour to include Cambridgeshire County Council and Peterborough city Council</p>

2.0 BACKGROUND

Transport Responsibilities

2.1 The Cambridgeshire and Peterborough Combined Authority was formed on 28th March 2017, and from this date certain transport functions transferred to it by operation of law. These functions primarily relate to transport planning, bus services and transport operations as contained within Parts 3 and 4 of the Transport Act 1985, and Part 2 of the Transport Act 2000. They can be summarised as:

- Duty to produce a LTP
- Production of a Bus Strategy
- Rights to franchise local bus services within its area, subject to the completion of the process set out in the Bus Services Act 2017
- Powers to enter into quality bus partnerships and enhanced partnerships
- Responsibility for the provision of bus information and the production of a bus information strategy
- Role of Travel Concession Authority
- Financial powers to enable the funding of community transport
- Powers to support bus services

2.2 A key component of these transport powers is the duty to produce a LTP. The LTP is intended to set out the authority's plans and strategies for maintaining and improving all aspects of the local transport system over a set period of time. It

also helps support the authority's place-shaping role and delivery of services to the community.

- 2.3 To ensure that the Combined Authority complied with its statutory duty, an interim LTP was created and subsequently approved by the Combined Authority Board on the 28th June 2017. By necessity, this was an amalgamation of:
 - a) Third Local Transport Plan and Long Term Transport Strategy for Cambridgeshire
 - b) Fourth Local Transport Plan and Long Term Transport Strategy for Peterborough
- 2.4 Following the development of the Cambridgeshire and Peterborough 2030 Strategy, the Combined Authority has embarked upon the development of its new LTP. This is a significant undertaking both in terms of the scale and scope of the document, and in the need to consult effectively with the wider community. The revised LTP will be completed by Spring 2019.
- 2.5 In the meantime, the transition from the interim LTP to the future LTP creates a challenge for transport schemes that are currently being promoted and/or developed by other organisations in the region. Whilst such schemes may well align with the interim LTP, there is a risk that these may diverge from the future LTP resulting in abortive costs or schemes that ultimately undermine the aspirations of the Combined Authority.
- 2.6 Since its formation in 2017, the Combined Authority has set out its transport aspirations and priorities through various Board papers and press releases. In order to provide greater clarity to the public, businesses and other bodies with transport or highway responsibility in the region, the Mayor has prepared an Interim Transport Strategy Statement as summarised in this paper and contained with Appendix A.
- 2.7 The purpose of this statement is to guide the development of the new LTP and to provide clear direction to transport projects that are either underway or soon to be developed. By providing this direction the expectation is that all schemes will be consistent with the key features and strategic framework that will emerge from the new LTP. The aim is to improve immediate decision making, accelerate delivery and achieve long term value for money.

Mayoral Interim Transport Strategy Statement

- 2.8 The guiding principles of the new LTP will include:
 - (a) **Economic growth and opportunity** by connecting our dynamic workforce with a growing number of jobs
 - (b) **Equity** to ensure that all areas of the Combined Authority can prosper
 - (c) **Environmental responsiveness** by encouraging active and sustainable travel choices
- 2.9 The primary goals and targets will include a focus on:

- (a) Transforming public transport
- (b) Designing integrated walking and cycling solutions
- (c) Creating and upgrading our major road network
- (d) Expanding transport access
- (e) Creating effective travel choice
- (f) Ensuring reliability of our network
- (g) Improving safety
- (h) Creating a network fit for the future

2.10 Underpinning these primary goals and targets is the ambition to challenge traditional approaches to how we design our transport solutions. The Combined Authority is committed to delivering a world-class public transport system that integrates metro, rail, bus and mobility services with walking and cycling facilities that supports more active travel choices. The aim must be create a sustainable transport system that is so good and appealing that public transport, walking and cycle become the preferential travel choice over the car.

2.11 In order to transform the current transport network and achieve the guiding principles set out above, the Combined Authority will focus its efforts on a number of strategic transport projects, grouped around four corridors/areas. These are:

Corridor / Area	Transport Schemes
Metro	Cambridge Autonomous Metro
North - South	A10 upgrade, M11 extension, Ely Rail Improvements, Soham Station, Cambridge Rail Capacity Study, Huntingdon Third River Crossing
East – West (North)	A47 Dualling Peterborough to Wisbech, Wisbech Rail, Wisbech Access, Wisbech Garden Town
East - West (South)	Oxford to Cambridge Expressway (A428), Cambridge South Station; A505 corridor, East-West Rail

2.12 In doing so the Combined Authority will engage responsively and effectively with the public and key stakeholders; partnering organisations; regional/national bodies and central governance departments; and businesses. Importantly, it will be the role of the Combined Authority to lead on the engagement with any strategic bodies.

2.13 Over time it can be expected that additional transport priorities will also emerge and it is important that this list of schemes remains 'live'. Furthermore, whilst the Combined Authority will focus on these strategic projects, it will continue to

support and delegate responsibility for the delivery of a wider pipeline of transport schemes as set out in the March 2018 paper, Transport Programme 18/19.

- 2.14 Of the transport schemes currently being promoted or developed by other local and regional organisations, it is important that these are assessed to ensure that they are consistent with the approach set out in the Mayoral Interim Transport Strategy Statement. In the interim and specifically, all current bus way and park and ride plans must be paused until the Combined Authority is confident there is full alignment with its plans. After the discussions during June and July, a decision will be made about the future of those plans including those in the Greater Cambridge area.
- 2.15 The Transport Statement, combined with work that is underway to assess how delivery of all programmes and projects can be accelerated, provide the opportunity to:
- Clarify the features of the future transport proposals in each of our travel corridors; and
 - Improve the timeframes for transport scheme delivery

- 2.16 Moving forward the Combined Authority will develop its approach in the short term as follows:

June 2018 A review of the features and timeframes for all transport corridors will be undertaken and completed. This will be completed with support from Cambridgeshire County Council and Greater Cambridge Partnership.

July 2018 A report will be brought to the Mayor, Leaders and culminate in a further Combined Board paper on 25 July 2018.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications.

4 LEGAL IMPLICATIONS

- 4.1 The Combined Authority assumed the role of the Local Transport Authority by virtue of Article 8 of the Cambridgeshire and Peterborough Combined Authority Order 2017. The Combined Authority must exercise the statutory functions of the local transport authority under Part II Local Transport Act 2000 and Parts 4 & 5 of the Transport Act 1985 so as to achieve effective and efficient transport within the area.
- 4.2 Part II of the Transport Act 2000 introduced new requirements for the preparation of local transport plans, replacing transport policies and programmes. Each local transport authority must (a) develop policies for the promotion and

encouragement of safe, integrated, efficient and economic transport to, from and within its area; (b) carry out its functions so as to implement those policies.

- 4.3 For the purpose of adding clarity to the current Local Transport Plan the Mayor and/or the Combined Authority may rely upon its general power of competence to produce a statement regarding the interpretation how it intends to implement its transport plan to achieve the objectives set out in Part II Transport Act 2000.
- 4.4 The general power of competence was granted to the Combined Authority by virtue of Article 11 of the Cambridgeshire and Peterborough Combined Authority Order 2017 and enables the Combined Authority to rely upon the powers under Chapter 1 Part 1 of the Localism Act 2011. The Mayor's general power of competence exists under Article 12 of the 2017 Order.

5 SIGNIFICANT IMPLICATIONS

- 5.1 There are no other statutory matters to bring to the Board's attention.

6 APPENDICES

- 6.1 Appendix A – Mayoral Interim Transport Strategy Statement

Mayoral Interim Transport Strategy Statement

The purpose of this statement is to guide the development of the new Local Transport Plan, which will be completed by Spring 2019, and to provide clear direction to transport projects that are either underway or soon to be developed. By providing this direction the expectation is that all schemes will be consistent with the key features and strategic framework that will emerge from the new Local Transport Plan. The aim is to improve immediate decision making, accelerate delivery and achieve long term value for money.

Cambridgeshire and Peterborough 2030 sets-out a clear ambition to create a world class public transport system. This will form the centre piece of the new local transport plan

The core objectives are to plan for a future where all residents have better and more equitable travel choices; where efficient transport networks enable economic opportunity; and provide connectivity to allow all areas to be prosperous. Whether traveling by public transport, on foot, on a bike, or by car, residents and businesses will be able to access all parts of the region safely and reliably. Transport policies will reflect the growing pressures on our climate and focus on sustaining a clean and green environment.

Guiding Principles

The guiding principles that will shape the new local transport plan will include:

- **Economic Growth & Opportunity** – Cambridgeshire and Peterborough will connect its dynamic workforce with a growing number of well-paying and lasting jobs, particularly those in our key and new-economy sectors.
- **Equity** – Cambridgeshire and Peterborough transport systems will actively address transport and infrastructure gaps across the region and especially those in badly served communities and help all areas to be prosperous.
- **Environmental Responsiveness & Sustainability** – Cambridgeshire and Peterborough will develop a network that encourages active and sustainable travel choices, such as walk, cycling and public transport. The public transport system will be based on green energy and be so good that consumers choose to use it rather than opt for the car.

Primary Goals and Targets

The new local transport plan will contain a set of primary goals and targets. These will include a focus on:

- **Transforming public transport** – by implementing a new metro system to link our area including its principal cities and surrounding urban settlements;

optimising our rail network; and creating a modern, reliable and responsive mobility and bus services that supports and complements other forms of public transport.

- **Designing integrated walking and cycling solutions** – creating new pedestrian and cycle-friendly infrastructure and facilities; better public realm spaces; and incentivising behavioural change. The aim will be to increase the number of and average distance travelled by these modes in line with best practice examples from countries such as Holland.
- **Creating and upgrading our major road network** – to cater for longer distance car and freight journeys; and providing vital connectivity with the strategic roads network and key origins and destinations outside of our region.
- **Expanding access** – connecting people with jobs and services that will enable businesses to grow; that addresses social exclusion; and supports the development of new housing and employment sites.
- **Travel choice** – providing residents and businesses with a public transport system that is the automatic choice for residents and businesses. We will set an aspiration that every home and business in Cambridgeshire and Peterborough will have easy access to either a metro stop, rail station, on-demand bus or mobility service, and carshare. Through technology we provide real time information to enable travellers to make well informed journey decisions.
- **Ensuring reliability** – we will prioritise making travel predictable on Cambridgeshire and Peterborough’s public transport system and road networks.
- **Improving safety** - substantially reduce accidents through education, enforcement, and designs that prioritise moving people safely rather than faster; including an objective to eliminate traffic fatalities and severe injuries in Cambridgeshire and Peterborough.
- **Creating a network fit for the future** – by adopting a longer-term perspective on transport we will build a network that meets the long-term needs of businesses and residents and ensure that shorter term interventions support these future aspirations.

Priority Programmes

Cambridgeshire and Peterborough will, through its new local transport plan, develop a list of programmes and policies. These will include early actions as well as a set of long term projects and policies that will require further planning processes to be implemented over the next 12 years.

In the interim the Combined Authority Board have agreed the ten strategic transport schemes, grouped around four corridors/areas, that will have the biggest greatest

benefits to the region. This corridor approach is vitally important as will ensure a co-ordinated and holistic approach to key inter-related projects.

Corridor / Area	Transport Schemes
Metro	Cambridge Autonomous Metro
North - South	A10 upgrade, M11 extension, Ely Rail Improvements, Soham Station, Cambridge Rail Capacity Study, Huntingdon Third River Crossing
East – West (North)	A47 Dualling Peterborough to Wisbech, Wisbech Rail, Wisbech Access, Wisbech Garden Town
East - West (South)	Oxford to Cambridge Expressway (A428), Cambridge South Station, A505 corridor, East-West Rail

These programmes will all be taken forward by the Combined Authority, and naturally will be subject to an extensive public consultation and business case assessment analysis.

The **Cambridgeshire Metro**, in particular, will transform public transport in the region and underpins the Combined Authority’s bold vision for our major cities and market towns. Whilst this metro proposal undergoes rapid development, it is vitally important that ongoing transport schemes and associate strategies align with and support this policy commitment to create a metro solution that:

- Delivers high quality, high frequency, reliable services, making it the mode of choice and taking away a reliance on cars
- Delivers maximum connectivity, network coverage, and reliable journey times
- Forms part of a more active and sustainable travel choice which encourages walking and cycling at the start and end of journeys
- Provides sufficient capacity for growth and supports transit-led development
- Flexibly adapts to future needs
- Uses emerging technologies, including connected and autonomous vehicles

Transport programmes underway or currently being developed

There are currently a number of transport programmes that are at various points in their design or delivery. Each of these projects should now be reevaluated to ensure that the design and policies that have been used to guide its development to date are consistent with the approach set out in this transport statement.

In particular,

- All schemes should look immediately at measures that will encourage people out of their cars by removing the opportunities for cars to park in and around our cities. An excellent public transport system will provide the opportunity to travel without the car. Infrastructure such as Park & Ride

schemes commits people to their cars. A review of new Park and Ride schemes will be undertaken by the Combined Authority in June to assess their place in the short and long term. This will be included in a further report to the Combined Authority Board in July.

- As the Metro enters a more detailed phase of development and design proposals for new guided bus ways schemes, off road bus schemes and bus ways will also be reviewed by the Combined Authority and included in the report to the Combined Authority Board in July.
- Charging will not be introduced at a time when we are still working to improve the public transport system. It would not be appropriate to start to develop proposals in this respect until there is a greater understanding about the future transport solutions and when they will become operational.

In the interim all current bus way and park and ride plans must be paused until the Combined Authority is confident there is full alignment with its plans. After the discussions during June and July, a decision will be made about the future of those plans including those in the Greater Cambridge area.

It is very important that all transport infrastructure solutions fully align to the features in this Statement. The Combined Authority is focused on accelerating delivery of short and long-term solutions. This will ensure that they address the great short-term pressures that already exist in our current transport network. It will also make sure that is a sustainable vision for the medium to long term and supports the significant growth expected across our area and specifically in Greater Cambridge over the next decade.

By taking these steps and pausing development until the review has been completed in June and July, residents and businesses will have confidence that the area is developing transport solutions in the short medium and long term in a coherent and consistent manner.

Public and Stakeholder consultation and engagement

In the development of the Local Transport Plan and the delivery of the priority programmes outlined above the Combined Authority will engage responsively and effectively with:

- the public and stakeholders on all major schemes and policies, responding to concerns raised whilst recognising the wider public need.
- partnering organisations to ensure a co-ordinated and holistic approach to transport, as well as wider strategies around housing, spatial planning and economic investment.
- regional and national bodies and central government departments to ensure the best possible outcomes for the people of Cambridgeshire and Peterborough.
- businesses, creating new and collaborative delivery models that encourage innovation and accelerate delivery.

The Combined Authority Board have previously agreed that it is the Mayor and the Combined Authority's role to lead engagement and activity with strategic bodies. This includes the East – West corridor, (including rail, road, and Cambridge South Station), and with Transport East. The Combined Authority Board will agree and determine how to lead and provide representation on these groups.

Conclusion

The Combined Authority has set out its strategy ambition for the area. Underpinning this will be the transformation of our transport network which will help the region achieve its full economic potential; create equity in our transport and infrastructure provision so that all areas can prosper; ensure that environmental sustainability is at the heart of what we do; and help make Cambridgeshire and Peterborough a leading place in the world to live, learn and work.

This Transport Statement, combined with work that is underway to assess how delivery of all programmes and projects can be accelerated, provide the opportunity to:

- Clarify the features of the future transport proposals in each of our travel corridors
- Improve the timeframes for transport scheme delivery

Moving forward the Combined Authority will develop its approach in the short term as follows:

- | | |
|-----------|---|
| June 2018 | A review of the features and timeframes for all transport corridors will be undertaken and completed. This will be completed with support from Cambridgeshire County Council and Greater Cambridge Partnership. |
| July 2018 | A report will be brought to the Mayor, Leaders and culminate in a further Combined Board paper on 25 July 2018. |

Appendix 2



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Request for a Call In by Overview & Scrutiny Committee

Decision taker:	Combined Authority
Date of publication of decision:	1/06/2018
Title of Decision Called in:	3.2– Mayoral Interim Transport Strategy Statement
Date Decision Called in:	1/06/2018

	Name	Signature	Email confirmation received
1.	Lucy Nethsingha		4 June 2018
2.	Mike Sargeant		5 June 2018
3.	Philip Allen		4 June 2018
4.	Tom Sanderson		
5.	Marcus Gehring		4 June 2018
6.	Ed Murphy		4 June 2018

Detailed Reason(s) for call in. *Please detail the reasons below why the Scrutiny Committee should review or scrutinise the decision and consider referring it back to the Board.*

We would like to call in the decision by the CA Board to support the Mayoral Interim Transport Strategy Statement, item 3.2 on the CA board agenda of 30th May.

This was on the agenda as a non-key decision, but we believe it has a significant impact on a large number of residents of the Cambridgeshire and Peterborough area, and therefore was incorrectly classified in the board papers.

Chapter 6 of the Constitution: Transparency Rules, Forward Plan and Key Decisions

11.1. A “key decision” means a decision, which in the view of the Overview and Scrutiny Committee is likely to:

- (a) result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to; or
- (b) have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

11.2. When assessing whether or not a decision is a key decision, Members must consider all the circumstances of the case. However, a decision which results in a significant amount spent or saved will not generally be considered to be a key decision if that amount is less than £500,000.

11.3. A key decision which is considered to have a ‘significant’ effect on communities

should usually be of a strategic rather than operational nature and have an outcome which will have an effect upon a significant number of people living or working in the area and impact upon:

- (a) the amenity of the community or;**
- (b) quality of service provided by the Authority**

We believe that the paper will have a "significant" strategic effect on a large number of residents as outlined in 11.3. as a result of the demand that:

"all current busway and park and ride plans must be paused until the Combined Authority is confident there is full alignment with its plans.

and

"Of the transport schemes currently being promoted or developed by other local and regional organisations, it is important that these are assessed to ensure that they are consistent with the approach set out in the Mayoral Interim Transport Strategy Statement. After the discussions during June and July, a decision will be made about the future of those plans including those in the Greater Cambridge area."

The provision of busways and park and ride sites is a key element of the current Local Transport Plan for the Cambridge and South Cambridgeshire area. Delivery of new transport infrastructure in this area is critical to the viability of the Local Plans for Cambridge and South Cambridgeshire, which are currently with the local planning inspectorate. Any delay to the delivery of new transport infrastructure, including busways and park and rides, could have a significant impact on the willingness of the planning inspector to agree the Cambridge and South Cambs local plans. This will subsequently have a knock-on impact not only on the provision of adequate transport for the area, but also for the ability of both local councils to manage development in their areas. Residents of South Cambridgeshire have been subjected to a large number of speculative developments over past months as a consequence of delays in getting the local plan agreed. Delay to the busway and park and ride schemes could mean this situation continues, having a detrimental impact on all residents in Cambridge and South Cambridgeshire. This decision will both have an impact on the amenity of the community and the quality of service provided by the authority.

We are also of the view that due process was not followed in relation to this key decision, as the constitution states that:

11.4. Subject as below, a key decision may not be taken by the decision maker unless:

- (a) it is in the Forward Plan on the Combined Authority's website:
- (b) At least 28 clear days' notice has been given, or if this is impracticable, the decision has complied with the provisions set out in paragraph 12 or 13 below as they may apply, and
- (c) Notice of the meeting has been given in accordance with these rules

We believe this was not done for the Mayoral Interim Transport Strategy Statement.

We would like to call the paper in for review of the following elements:

1. To have further clarification on what authority the Mayor and Combined Authority have to demand that other partners cease work on projects which have already been started under the current local transport plan. Do the Mayor and CA have any legal right to demand that such work stop?
2. For clarification on how long it is anticipated that such a pause will last, and what is expected to happen if the Mayor's new transport plan is delayed. The paper suggests the pause will last until July, but the new transport plan, with which such projects are being asked to align, is not expected until 2019; which itself is an extremely tight deadline for such a wide-ranging document, for which statutory consultation is

required.

3. For clarification on whether the impact of this statement on S106 and other planning negotiations which are already underway for major projects around the city has been taken into account. For example the University has been in negotiations with the City Council and County Council for sometime regarding the expansion of the West Cambridge site, and there are already discussions taking place on the transport infrastructure which will be required to support the new development at Waterbeach. Will negotiations of this type also need to be paused until the Mayor's new transport plan has been approved, given that they have so far been predicated on including bus-priority measures and park and ride sites? If so this could have serious implications in delaying potential growth in the area.

4. For clarification of the impact on schemes which are already well advanced and urgently needed, such as the expansion of the Trumpington Park and Ride, for which a planning application was lodged on 23rd May 2018 (18/0840/CTY).

5. For clarification of the impact on other schemes such as proposals to introduce smart energy grids at the Trumpington and Babraham Park and Ride sites.

Details of Alternative Course of Action or Recommendations you wish to propose.

Please specify what course of action you are proposing should be taken and any recommendations to the Decision Taker that you are proposing should be considered by the Scrutiny Committee.

Appendix 3

OVERVIEW AND SCRUTINY COMMITTEE	AGENDA ITEM No: 3
15 JUNE 2018	PUBLIC REPORT

Call in of Item 3.2 on the Combined Authority Board agenda for the 30 May meeting – Mayoral Interim Transport Strategy Statement

Response to call in by Martin Whiteley, Chief Executive

The Combined Authority Board met on 30 May 2018 to discuss the Mayoral Interim Transport Strategy Statement. **A copy of the draft minutes is attached to this briefing note.**

I propose to respond directly to each of the points made in the request to call in the decision made by the Board.

Reason 1 - Non-key in the Forward Plan

- 1) *This was on the agenda as a non-key decision, but we believe it has a significant impact on a large number of residents of the Cambridgeshire and Peterborough area, and therefore was incorrectly classified in the board papers.*

Chapter 6 of the Constitution: Transparency Rules, Forward Plan and Key Decisions

11.1. A “key decision” means a decision, which in the view of the Overview and Scrutiny Committee is likely to:

- (a) result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to; or*
- (b) have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.*

11.2. When assessing whether or not a decision is a key decision, Members must consider all the circumstances of the case. However, a decision which results in a significant amount spent or saved will not generally be considered to be a key decision if that amount is less than £500,000.

11.3. A key decision which is considered to have a ‘significant’ effect on communities should usually be of a strategic rather than operational nature and have an outcome which will have an effect upon a significant number of people living or working in the area and impact upon:

- (a) the amenity of the community or;*

(b) quality of service provided by the Authority

We believe that the paper will have a "significant" strategic effect on a large number of residents as outlined in 11.3. as a result of the demand that:

"all current busway and park and ride plans must be paused until the Combined Authority is confident there is full alignment with its plans.

and

"Of the transport schemes currently being promoted or developed by other local and regional organisations, it is important that these are assessed to ensure that they are consistent with the approach set out in the Mayoral Interim Transport Strategy Statement. After the discussions during June and July, a decision will be made about the future of those plans including those in the Greater Cambridge area."

The provision of busways and park and ride sites is a key element of the current Local Transport Plan for the Cambridge and South Cambridgeshire area. Delivery of new transport infrastructure in this area is critical to the viability of the Local Plans for Cambridge and South Cambridgeshire, which are currently with the local planning inspectorate. Any delay to the delivery of new transport infrastructure, including busways and park and rides, could have a significant impact on the willingness of the planning inspector to agree the Cambridge and South Cambs local plans. This will subsequently have a knock-on impact not only on the provision of adequate transport for the area, but also for the ability of both local councils to manage development in their areas. Residents of South Cambridgeshire have been subjected to a large number of speculative developments over past months as a consequence of delays in getting the local plan agreed. Delay to the busway and park and ride schemes could mean this situation continues, having a detrimental impact on all residents in Cambridge and South Cambridgeshire. This decision will both have an impact on the amenity of the community and the quality of service provided by the authority.

2) We are also of the view that due process was not followed in relation to this key decision, as the constitution states that:

11.4. Subject as below, a key decision may not be taken by the decision maker unless:

(a) it is in the Forward Plan on the Combined Authority's website:

(b) At least 28 clear days' notice has been given, or if this is impracticable, the decision has complied with the provisions set out in paragraph 12 or 13 below as they may apply, and

(c) Notice of the meeting has been given in accordance with these rules

We believe this was not done for the Mayoral Interim Transport Strategy Statement.

Response

The rationale for this Paper being a 'decision' rather than a key decision was that the consequence of the paper being approved would be to facilitate a pause to allow for discussion and alignment between the Combined Authority's proposed transport policy and the individual projects in existence or the pipe-line.

A further paper and recommendations were envisaged in July.

The decision that this was a 'decision' was originally set out by the author of the Paper and agreed by Legal Services based on the above rationale. This rationale is both legitimate and fits with the constitutional requirement that Key Decisions should be limited to significant savings or expenditure or affect two communities.

Paragraph 11.5 Chapter 6 of the Constitution states that

"The Forward Plan will be prepared by the Mayor in consultation with the Chief Executive and published by the Monitoring Officer at least 28 clear days before the date of the meeting to which it refers.

Response

In accordance with the constitution, 28 days' notice of the report was given in the May forward plan. The forward plan was published by Cambridgeshire County Council on 27 April and included the Mayoral Interim Transport Strategy Statement. It was also published on the Combined Authority website. It was recorded as a "decision" rather than a "Key Decision" for the reasons set out elsewhere in this response. Therefore 28 days' notice was given in accordance with the constitution.

Reason 2 for Call in

We would like to call the paper in for review of the following elements:

1. To have further clarification on what authority the Mayor and Combined Authority have to demand that other partners cease work on projects which have already been started under the current local transport plan. Do the Mayor and CA have any legal right to demand that such work stop?

Response

The Cambridgeshire and Peterborough Combined Authority Order 2017 transferred the local transport planning powers to the Combined Authority and created the Cambridgeshire and Peterborough Combined Authority as the local transport authority for the area.

2. For clarification on how long it is anticipated that such a pause will last, and what is expected to happen if the Mayor's new transport plan is delayed. The paper suggests the pause will last until July, but the new transport plan, with which such projects are being asked to align, is not expected until 2019; which itself is an extremely tight deadline for such a wide-ranging document, for which statutory consultation is required.

Response

The paper sets out that the pause will be until the Board Meeting on the 25 July. The timetable for the Local Transport Plan remains as previously set out.

3. For clarification on whether the impact of this statement on S106 and other planning negotiations which are already underway for major projects around the city has been taken into account. For example the University has been in negotiations with the City Council and County Council for sometime regarding the expansion of the West Cambridge site, and there are already discussions taking place on the transport infrastructure which will be required to support the new development at Waterbeach. Will negotiations of this type also need to be paused until the Mayor's new transport plan has been approved, given that they have so far been predicated on including bus-priority measures and park and ride sites? If so this could have serious implications in delaying potential growth in the area.

Response

The Combined Authority is working closely with the individual planning authorities and highway authorities to look at schemes that will be considered over the coming months or where recommendations will be made that will feed into decisions on current applications later in the year. Whilst it is recognised that proposals for the transport infrastructure have been put forward, the Combined Authority Board will want to be convinced that these will offer value for money for taxpayers in the longer term and enable sustainable transport solutions in the longer term.

4. For clarification of the impact on schemes which are already well advanced and urgently needed, such as the expansion of the Trumpington Park and Ride, for which a planning application was lodged on 23rd May 2018 (18/0840/CTY).

Response

The Mayor clarified the position in relation to short term measures at the recent Combined Authority Annual Meeting. He recognised that there may have to be some short-term fixes until a "world class transport system" including a city metro, could be built.

5. For clarification of the impact on other schemes such as proposals to introduce smart energy grids at the Trumpington and Babraham Park and Ride sites.

Response

The proposals to introduce the smart energy grids at Trumpington and Babraham Park and Ride sites will be discussed as part of the work over the coming weeks and prior to the meeting on 25 July. However, the focus of the work is on the key strategic transport corridors and the schemes that are going to contribute the most to delivering a sustainable and effective transport model.

Extract from draft minutes of Combined Authority Board meeting – 30 May 2018

MAYORAL INTERIM TRANSPORT STRATEGY STATEMENT

The Chief Executive stated that responsibility for local transport planning had transferred to the Combined Authority in February 2017. This included responsibility for the development of a new Local Transport Plan (LTP). To ensure that the Combined Authority complied with its statutory duty an Interim LTP was established.

Whilst this served its purpose as an interim measure it did not align with the bolder transport plans which the Board had discussed previously. Until the new LTP was put in place there was a need for the Board to clarify its transport priorities which this statement would do.

By creating clarity of direction all schemes would be consistent within the wider framework and ensure value for money for all transport and infrastructure investments. The Combined Authority was committed to delivering a world class transport system which would become the system of choice for all users. It was a bold undertaking, but was deliverable through technologies available today.

The system would allow users to move freely between home, work and leisure activities, drive the economic agenda and provide equity of access to good quality transport across the region. It would also encourage active transport choices like walking and cycling.

The aim was to transform the network to create a truly integrated system. At its heart was the Metro system and building the infrastructure to join the Metro at key points. The bus review would be used to identify how to connect those living in rural areas with the new Metro and rail systems.

Consideration was beginning of how to work around key corridors in the region. It would be key to understand how individual schemes would integrate to provide a solution across these corridors. Uncertainty about delivery timeframes and funding had created delay, but there was now an opportunity to rethink how a model transport scheme could be delivered and to develop an informed view of what was truly possible.

The report before the Board proposed further work on this in the next two months and, although it was acknowledged that this might lead to some difficult decisions in the short-term, it was not certain that it would conclude that current plans were wrong.

The Portfolio Holder for Strategic Planning proposed an amendment, seconded by Councillor Smith, to amend recommendations 2 and 3 to read:

2. Agree that a review of the features and timeframes for all transport corridors will be undertaken and completed in June and July 2018. This will include:

- A. *Providing a clear and evidence based delivery plan for short and medium term improvements, that address specific sites in Local Plans and related transport scheme commitments and wider constraints on growth, which is agreed with partners;*
- B. *That the CA's progress on CAM Metro, including evidence based options for funding and a plan for the next twelve months and beyond, be a key component of the review, and are reported six monthly to the CA starting in September.*

3. Agree that a further report to include the above evidence and information will be brought to the Combined Board on 25 July 2018.

The Portfolio Holder for Strategic Planning stated that the wider Cambridgeshire economy was not pausing and that growth in the Greater Cambridgeshire area was still 5% per year. There was a need to focus on seeking agreement between the Combined Authority and the Greater Cambridge Partnership (GCP) and member authorities. As an enthusiastic supporter of the Metro concept he asked that the Mayor bring forward a delivery plan for the timescale and clarity on the timing and coverage of the transport strategy. The report stated that 'In the interim all current bus way and park and ride plans must be paused until the Combined Authority is confident there is full alignment with its plans.' The 239 places proposed at Trumpington was a stop gap measure in view of the 4,000 jobs going to the area and was essential until a bigger scheme came along. The location of other park and ride schemes could be reviewed. Whilst agreeing there should be a joined up strategy he did not agree to pre-determining the outcome of the discussions. The GCP had not rejected the concept of tunnelling and a lot of work had been put into aligning the work of the GCP and the Combined Authority. This needed to continue with the GCP's constituent Councils and the Mayor working together.

Speaking in support of the amendment, Councillor Smith stated that the proposals contained in the report posed a threat to South Cambridgeshire in relation to its Local Plan, a financial risk and the risk of losing the confidence of local businesses. Internal disagreements about projects risked losing second or third tranches of funding. The business sector had confidence in the GCP, but this could be irreparably damaged by the proposals in the report. Business was concerned about addressing the problems being faced now as well as in the longer term. She questioned what evidence existed to justify the proposed pause against the risks described and whether it would be perceived that the Combined Authority was looking to take over the funding of the GCP.

The Portfolio Holder for Fiscal Strategy stated that he could not support the amendment. Both the original recommendation and the amendment proposed a pause for review and he judged the amendment would introduce the risk of more delay. The Mayor had already given a clear answer earlier in the meeting that some schemes like the Trumpington Park and Ride would go

ahead and it was assumed that the Mayor would give a clear commitment on behalf of the Board on many of the short-term projects proposed before the June and July Board meetings.

On being put to the vote the amendment was defeated. In discussing the report and its original proposals, individual members of the Board raised the following issues:

- congestion in Cambridge City. Around three million people each year used the park and ride schemes and without them congestion would be even worse. A range of options had been identified to tackle congestion before the Metro came on line. The GCP had done much work on this already which it was hoped would be picked up and a major intervention was needed in the next five years to reduce the number of cars going into the City;
- a Member commented that congestion charging would place a new tax burden on the public and would for them be the option of last resort. Reducing the number of parking spaces available in the City could be one way to reduce congestion and they would want to see all possible options explored. Local government had got used over time to relying on sticking plaster measures to address problems, but there was now an opportunity to deliver more fundamental change and improvement which was something to strive for;
- a call to use the time between now and July when it was proposed a further report would be brought to the Board to develop a very clear statement of both interim and long-term measures;
- whilst acknowledging the challenges faced in Cambridge City and the surrounding areas there was a need to look at the position across the whole of the Combined Authority area. Discussion repeatedly focused on the issues facing the City and South Cambridgeshire and it should be widened out;
- the South Cambridgeshire Local Plan has been suspended over issues on transport. There was a need for more flexible solutions and congestion charging or intelligent charging could produce a sustainable revenue scheme of the kind which was working in Durham.

Summing up, the Mayor stated that certain realities needed to be faced. This included the reality of an economy which was growing at around 4% per year and plans to build 2,300 new homes in South Cambridgeshire alone. While there were short-term measures that needed to be addressed, buses alone could never solve the problems in South Cambridgeshire.

There was also a need to address the huge differential between those who could afford homes and those who could not. Growth could not be maintained without infrastructure, but bolting housing developments onto existing towns and villages was often controversial and the infrastructure did not yet exist to

support new garden villages. World class housing solutions needed world class infrastructure.

Those using park and ride schemes still needed to drive to the park and ride hub which moved rather than solved the problem. A Land Value Cap could raise funds for the Metro in the south of the county and the M11 extension in the north and possibly other projects such as a third river crossing at Huntingdon where there were substantial costs, but which offered substantial rewards. A window of opportunity existed to do something exceptional, but an over-commitment to short-term solutions could mean never being able to deliver a long-term world class solution. In the long-term park and ride schemes were not a solution, they were part of the problem. Any schemes which were agreed now would only be an interim measure, not a long-term solution. Without a quality transport system it would not be possible to deliver affordable homes. The report was the right paper at the right time to set out what could be achieved working with the GCP and others.

The request for a recorded vote having been agreed, and it was resolved by a majority to:

1. approve the Mayoral Interim Transport Strategy Statement;
2. note that a review of the features and timeframes for all transport corridors will be undertaken and completed in June and July 2018;
3. note that a further report will be brought to the Combined Board on 25 July 2018.

Name:	Voting for the recommendations:	Voting against the recommendations:
Mayor J Palmer	X	
Councillor G Bull	X	
Councillor S Count	X	
Councillor L Herbert		X
Councillor J Holdich	X	
Councillor C Roberts	X	
Councillor C Seaton	X	
Councillor B Smith		X