



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

**JAMES PALMER**  
CAMBRIDGESHIRE &  
PETERBOROUGH MAYOR

Agenda Item No: 2.4

**Report title:** Cambridge South East Transport Better Public Transport and Active Travel Consultation

**To:** Transport and Infrastructure Committee

**Meeting Date:** 06 January 2021

**Public report:** Yes

**Lead Member:** Mayor James Palmer

**From:** Paul Raynes  
Director of Delivery and Strategy

**Key decision:** No

**Forward Plan ref:** Not applicable

**Recommendations:** The Transport and Infrastructure Committee is recommended to:  
  
Note the response from the Combined Authority in relation to the Greater Cambridge Partnership's Cambridge South East Transport (CSET) consultation following the delegation agreed at the November meeting of the Committee and Board.

**Voting arrangement:** A simple majority of all Members.

# 1. Purpose

- 1.1 To outline the Combined Authority's response to the Greater Cambridge Partnership's (GCP) Cambridge South East Transport (CSET) Environmental Impact Assessment (EIA) consultation.

# 2. Background

- 2.1 The Combined Authority continues to welcome the close working relationship with the GCP, especially on the development of key infrastructure projects such as the Cambridgeshire Autonomous Metro (CAM).

## Importance of CAM

- 2.2 Economic growth across Cambridgeshire and Peterborough has, over recent decades, not been matched by the provision of the appropriate transport infrastructure. To sustain future growth in the region, new infrastructure is essential to support the delivery of new jobs and new homes.
- 2.3 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. CAM will transform people's day-to-day lives, by connecting communities, creating new jobs and widening access to opportunities across the region.

## Greater Cambridge Partnership's Cambridge South East Transport Environmental Impact Assessment Consultation

- 2.4 The CSET project is a component of the overall CAM scheme. GCP ran an eight-week public consultation into the EIA of the scheme that closed on the 14<sup>th</sup> December. As part of the planning application process the GCP sought views on the detailed design of the CSET proposals and how best to manage and mitigate the potential adverse impacts on the landscapes and the environment.
- 2.5 The CSET Phase 2 project is a new public transport route, proposed by the GCP, to link the Cambridge Biomedical Campus via Great Shelford, Stapleford and Sawston to a new travel hub near the A11/A1307, with connections to Babraham, the Babraham Research Campus and Granta Park. The scheme is estimated to cost £132.3 million.
- 2.6 The scope of the EIA consultation was to:
- Present information on the proposed scheme design;
  - Highlight where the GCP have made refinements to the design and explain why these changes have been made;
  - Identify the potential environmental impacts;
  - Set out the proposed measures for mitigation of the adverse impacts; and
  - Provide an opportunity for stakeholders to comment and give their views on the proposals.

- 2.7 At the Transport and Infrastructure Committee and Board meeting of 4 November and 25 November 2020, a delegation was agreed that allowed for the Director of Delivery and Strategy to prepare the Authority's response, in consultation with the Chair of the Committee. Officers from the Combined Authority have worked with Members of the Committee to formulate an appropriate response. The consultation response reflects the Combined Authority's position as the strategic transport authority.
- 2.8 The paper presented to the November Transport and Infrastructure Committee outlined that the final consultation response submitted by the Authority to the GCP would be presented at the meeting of 6<sup>th</sup> January 2021.
- 2.9 A link to the GCP's consultation can be found [here](#).

### Summary of the Authority's response

- 2.10 It is important that the CSET proposals are consistent with the Local Transport Plan and its sub-strategy documents. In addition, the scheme needs to support the wider strategic growth objectives for Cambridgeshire and Peterborough set out in the Devolution Deal, evidenced by the Cambridgeshire and Peterborough Independent Economic Review, and reflected in the Growth Ambition Statement and Local Industrial Strategy.
- 2.11 The response focused on several key critical issues, namely:
- (a) Limited Accessibility – several of the proposed interchange points 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. In addition, the interchange/hub should offer a seamless and high-quality interchange for users, whilst minimising the impact on the environment and in particular the Green Belt.
  - (b) Impacts on the Green Belt – in the GCP's Green Belt assessment it outlined that the scheme would cause minor-to-moderate harm, with the majority of this caused by the impact of the Travel Hub. It is therefore essential that adverse impacts are mitigated wherever possible and that positive contributions to biodiversity are "locked in".
  - (c) Use of "alternative fuels" – 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.
  - (d) Delivery – for the scheme to fully meet its sustainability and environmental aspirations and 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);
  - Adaptable to changing uses including increased travel volumes, greater demand for public and active (cycling and walking) transport; and
  - Able to harvest energy to power itself.
- (e) Biodiversity – GCP outlined that the scheme will provide a net gain in biodiversity. In order to maximise this net gain it is important that the changes brought about by its development are delivered in a timely manner.

2.12 Appendix A provides the Authority's response to the CSET consultation that was sent from Mayor Palmer (as Chair of the Transport & Infrastructure Committee, following the agreed delegation at the previous meeting of the Committee).

### 3. Financial Implications

3.1 None at this stage directly in relation to the development and agreement; however, there will be a financial implication that will be accounted for when developing the CAM schemes.

### 4. Legal Implications

4.1 The recommendations accord with CPCA's powers under Parts 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).

4.2 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. Other Significant Implications

5.1 None

### 6. Appendices

6.1 Appendix A: The Combined Authority's response to the GCP's *Cambridge South East Transport Environmental Impact Assessment* Consultation

### 7. Background Papers

7.1 None