

Date: 5 June 2018



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Greater Cambridge Partnership
Shire Hall
Castle Hill
Cambridge
CB3 0AP

The Mayor
Cambridgeshire and Peterborough Combined Authority
72 Market Street
Ely
Cambridgeshire
CB7 4LS

Dear James,

In order to meet your request to pause temporarily elements of the Greater Cambridge Partnership (GCP) Programme, and ensure alignment with Combined Authority's (CA) evolving plans, decisions that were due to come to the GCP Assembly on 14th June and Executive Board on 4th July regarding key public transport corridors will no longer be made at these meetings.

This follows the decision of the CA to agree your Interim Transport Statement. To show that it is listening, the GCP is, with reservations which we will go through as part of our forthcoming discussions, withdrawing some items from its published forward plan for the next month.

In order to support you and the CA with the review you have requested, we are keen to understand from you what form the review will take over those next four weeks, what evidence base will be drawn on, and what information gaps you need to fill in order for progress to be made with the degree of urgency that we and you feel is needed. It would be helpful if you could set out your timeline in three stages for short, medium and long-term transport delivery and interventions impacting on Greater Cambridge as this would provide a helpful framing of the review, along with our input.

In advance of the review, key components we ask from you are the timeframes and documentation for:

- a) plans over the next year to progress CAM Metro (including the extent of the planned network, and financing),
- b) the bus review, and
- c) the process and outline brief for the development of your transport strategy and Local Transport Plan.

For item a) we also need to understand the detail that sits behind your Land Value Cap proposals and to understand how partners can contribute to that process.

GCP and the CA are jointly involved in the review of rail capacity in Greater Cambridge, as well as the development stage of Cambridge South station, and it would be helpful to have a commitment to continue to work together on these without a pause. It is important that we can reassure our collective stakeholders that we have a fully joined up approach that will tackle the issues that concern them.

GCP is actively engaged in the delivery of a transport strategy developed with the County Council, the two District Councils and their communities, alongside the Local Plans. GCP's programme, we believe, aligns with those joint transport objectives, builds confidence rather than risks it, and ensures economic and housing growth remains strong from now to 2025 as well as after.

We welcome the opportunity to share these detailed plans with the CA, and to agree how they will contribute to the early delivery of an aspirational public transport system for the benefit of the whole of Cambridgeshire and Peterborough and deliver the Greater Cambridge City Deal.

Whilst we are agreeing to your request to pause, we have a number of reservations:

Pressing need for delivery – for the Cambridge region the evidence shows that congestion and poor connectivity will start to impact on growth predictions in the short term if we do not take action now. A particular pressure faces Cambridge Biomedical Campus including Royal Papworth Hospital, with 4,000 additional people travelling there daily in the next 18 months. Several other locations around Cambridge will also double in size in the short term. Those with understanding of these organisations are advising that assuming buoyancy will continue regardless of strategy and interventions could prove to be a costly mistake, including for the wider CA area and contributions to the UK economy.

In addition, our communities expect that plans underway for new and expanded communities of over 15,000 homes need to be brought forward with the accompanying short and medium term delivery of effective public transport routes to provide effective connectivity and link these settlements to new and existing jobs.

Alignment – both GCP and the CA are working together to achieve the same outcomes in terms of reducing congestion and supporting the economic growth of the Greater Cambridge area (in addition to your far wider geography). The GCP believes there is strong alignment with the CA's emerging strategy and has evidenced this alignment since the CA's inception a year ago, recognising that the GCP pre-dates the Combined Authority by two years. We have had many meetings between officers and direct meetings between you and GCP Board members, where alignment with the CA plan has been demonstrated.

We will make full use of the meetings you have requested and ask that this period of pause cannot continue without full agreement on specific evidenced aspects. To achieve that, we will work positively with you and your team to reiterate and further evidence why planned GCP interventions are critical and how they align with your evolving transport strategy.

Evidence-based decisions – as we have stated, we are concerned that the Mayor's Interim Transport Statement has been developed without engagement or consultation with partners and does not at this stage provide the sufficiently strong evidence base that is essential for the CA Board, GCP, Local Planning Authorities or other partners. We welcome the opportunity, therefore, to understand and develop the assumptions made in the strategy and the evidence that sits beneath it. We specifically request a clear analysis on the timescales, funding and delivery mechanisms for the intended CAM Metro routes, as there is no case yet made to change GCP work on public transport corridors, work which the GCP has altered to ensure its consistency with CAM Metro both before and after the recent decisions by the CA Board.

Delivering the intent of the devolution deal – the devolution deal all Leaders signed clearly states that *“The local authorities of Cambridgeshire and Peterborough recognise and have agreed that the principle of subsidiarity should apply to the discharge of functions by the Mayor and Combined Authority and governance of this devolution deal. This includes the delegation of responsibility from the Combined Authority to individual Councils or appropriate bodies, such as City Deal mechanisms, for delivery.”* That is what all Leaders promised Government and what they will hold the CA accountable for delivering on. Indeed, principles underpinning transport governance adopted by the CA in December 2017 reiterated this commitment. We must avoid waiting in a way which runs counter to the words and intentions of the Deal. We are committed, as we anticipate the CA will be, to avoid causing damage to business and developer confidence when there is already evidence that the pause, and the recent lack of cooperation in press and social media statements risk unintended results.

In conclusion, we are committed to continuing the work already started between us, to bring forward the evidence that shows how our work is compatible with the existing Local Transport Plan, which the CA also adopted in 2017, and also with your evolving new plan. We have been considering a CAM type scheme for a long time, and can show how GCP’s current schemes transition to be part of the potential delivery plan for the CAM Metro.

GCP partnered the CA in commissioning the options appraisal that developed the CAM concept – indeed it built upon the earlier work proposing tunnels and autonomous vehicles done in partnership between GCP, the University and Cambridge Ahead (AVRT, published July 2017), as well as parallel work by Cambridge Connect. The GCP has never wavered in its commitment to maximising the opportunity that tunnelling and a transformational public transport system can add to delivering high quality public transport.

We are committed therefore, to see the next phase of CAM work progress – and hope that the CA’s procuring of the next stage can be achieved quickly. The recently commissioned consultant’s opinion of which of the GCP route strategies best align with the CAM concept, along with the use of Travel Hubs or Park & Rides and similar interchanges as a component to any rapid mass transit system, can assist in our next steps and help to shape the overall review.

We are committed to working with you, the CA and other strategic partners to achieve our common purpose that is to deliver to our communities the benefits of long-term investment to this area. For this reason, it is essential that the GCP is able to make timely progress working in tandem with the CA and not risk impacts on future investment at the Gateway Review with Government next year.

We look forward to hearing from you on the detailed plan for the review and the evidence to underpin it.

Yours sincerely



Councillor Lewis Herbert
(On behalf of the GCP Board)

Interim Chair of Greater Cambridge Partnership
Leader of Cambridge City Council