



<b>OVERVIEW AND SCRUTINY COMMITTEE</b>	<b>AGENDA ITEM No: 8</b>
<b>29 MAY 2020</b>	<b>PUBLIC REPORT</b>

**CAMBRIDGE AUTONOMOUS METRO TASK & FINISH GROUP: FINAL REPORT  
OF 2019/20 REVIEW**

<b><u>DECISION REQUIRED</u></b>	
<b>FROM:</b>	
<b>Lead Officer and Author:</b>	<b>Robert Fox, Interim Scrutiny Officer</b>
The Committee is recommended to:	
1. Consider, comment and approve/reject the recommendations of the <u>CAM</u> Task and Finish Group.	

**1.0 BACKGROUND**

- 1.1 At its meeting on 24 June 2019 the Combined Authority Overview & Scrutiny Committee agreed the establishment of a Task & Finish (T&F) Group to scrutinise the Cambridgeshire Autonomous Metro (CAM) with a view to report back to the Committee with recommendations by the end of the municipal year.
- 1.2 In March 2019 at the Combined Authority Board (CAB) the Outline Business Case (OBC) was issued and made public. There was also a change in the Engineering Consultant Company, with the previous consultants retained to provide technical assurance.
- 1.3 The aim is to have the final OBC ready by the summer 2020 with all OBC deliverables from the Engineering Consultants going to the CAM Programme Board and then the CAB.
- 1.4 Membership of the Task and Finish Group was established as:
  - Councillor Kevin Price, Cambridge City Council (Chair)

- Councillor Markus Gehring, Cambridge City Council
- Councillor Pippa Heylings, South Cambridgeshire District Council
- Councillor Alan Sharp, East Cambridgeshire District Council
- Councillor Jocelynn Scutt, Cambridgeshire County Council

1.5 The T&F Group considered the scope of its initial priorities in order to ensure it addressed key issues and to consider how it could make a good contribution to the whole process and what fell within the scope of the review. Amongst the issues the T&F Group considered were within its scope were, *inter alia*:

- How the unique circumstances of a mass transit system which extends into rural areas rather than operating within a metropolitan area will be dealt with in the OBC process
- How the CAM project links with and be co-ordinated with the ongoing Bus Review
- Findings related to utilisation of the CAM rather than continued use of private vehicles
- The findings and issues related to the three sub-committees established for the overall CAM project

## **2.0 T&FG FINDINGS**

2.1 The T&F Group has held four evidence sessions along with two sessions to establish progress and advance the review.

2.2 The T&F Group learned the OBC should be ready by summer 2020. The OBC consultants were asked during the tender stage if they could identify any efficiencies. There is hierarchical decision-making involved in the process with all OBC deliverables from the consultants going to the CAM Programme Board and then onto the Combined Authority Board.

2.3 There are three advisory sub-committees are in place, each with terms of reference:

- Finance
- Delivery
- Technology

2.4 There is ongoing integrated working with the Greater Cambridge Partnership (GCP) with communication lines with other relevant parties, such as Cambridge Ahead, HSBC, Department for Transport, central government and academia.

2.5 The T&F Group would wish to understand more about setting of fares. The Group heard this will be worked out through discussion with the assumption being that attractive, useable, and convenient systems should see significant demand for the CAM as an attractive alternative to private vehicles. The T&F Group has stated £7 would get a passenger a county day ticket. If the CAM were to be any more expensive, passenger numbers might not live up to such

expectations. The T&F Group heard the CAM will need to cover its costs, but not make profit.

## 2.5 Consultation

- 2.5.1 In March 2019 the CPCA invited the Transport and Infrastructure Committee to authorise an initial non-statutory public consultation in early 2020 to inform the Cambridgeshire Autonomous Metro (CAM) programme Outline Business Case (OBC), in line with the requirements of the government's transport appraisal requirements guidance. This is an approach that is required under the Combined Authority Assurance Framework.
- 2.5.2 The findings of the consultation will influence the development of the scheme and support the preparation of the application for a Transport and Works Act Order for the project. Further public consultation will be conducted at the later stages of the project.
- 2.5.3 The scope of the consultation focussed on identifying the level of public support for:
  - (a) the overall CAM network; and
  - (b) elements of the route alignment, especially the tunnelled section
- 2.5.4 The consultation responses are currently confidential and its use is in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (GDPR) as it contains personal data from the various consultees. The outputs from the first public consultation will be made available in a Consultation Report (or similar document) prior to the release of the OBC. This report will then be shared with the T&F Group.
- 2.5.5 The questions contained in the public consultation feedback form were either 'very important to 'not important at all'/'strongly agree' to 'strongly oppose' or free text statements. The data will be evaluated statistically, geographically and qualitatively. The free form statements will be reviewed and reported generally on a frequency of occurrence basis. The various comments and requests and suggestions will then be reviewed against the current OBC requirements, assumption and engineering and as appropriate incorporated into the forward thinking of the project.
- 2.5.6 A website has been established, which has been 'live' since the commencement of the consultation period.
- 2.5.7 By key deliverable (finance, delivery and technology) the T&F Group has found the following during evidence sessions, and in follow-up communication:

## 2.6 Finance

- 2.6.1 It is vital that the financial viability of the project is established and would wish to know how this will be addressed in the final OBC. The T&F Group is aware that significant money is being spent on this and already and is concerned that this has been done without carrying out an initial assessment of whether tunnelling can be carried out under the city of Cambridge.
- 2.6.2 The T&F Group heard that all appropriate funding mechanisms will be explored during the OBC stage, which could include revenue from advertising and on-selling rights to broadband etc.
- 2.6.3 The T&F Group understands that financing the project will be fully explained within the OBC with appropriate funding mechanisms being explored. This financial modelling report should be ready by the end of June 2020. All funding aspects for CAM are currently being developed as part of the OBC process.
- 2.6.4 The T&F Group is aware that benefit:cost ratios have been developed on the core CAM tunnels as well as those being developed by the GCP. Passenger numbers are being based upon the inner core of the Metro.
- 2.6.5 The T&F Group was content to hear that the CAM is not being designed on the basis of making a profit and that benefits for the economy will be generated
- 2.6.6 With regard to financing the T&F Group is aware the national infrastructure plan did not include the CAM Metro. As a result the T&F Group has concerns about project feasibility. However, the T&F Group heard funding of the CAM does not rely on one specific funding source. The capital costs for the delivery of the CAM will be paid for through a series of different funding mechanisms. This may include local contributions and innovative approaches to funding. A mixture of funding mechanisms will be required to cover the overall capital and financing requirements for the implementation of CAM and to ensure public and business confidence.

## 2.7 Delivery

- 2.7.1 The T&F Group is still to understand one of its key areas of scope, namely how the unique circumstances of a mass transit system which extends into rural areas rather than operating within a metropolitan area will be dealt with in the OBC process. It is aware the CAM project is based on tried and tested approaches and technology and there will be an engineering solution to any safety issues and concerns that are raised. The details will be included in the OBC it is assured.
- 2.7.2 The T&F Group has expressed concern on the consequences if the GCP cannot build one of its four inner core stops. This will be included on the CAM

Risk Register along with other interdependencies to ensure contingencies are in place.

- 2.7.3 A joined-up narrative covering the joint working with the GCP, East-West Rail and the Bus Review is being developed to align all the projects in the Combined Authority area. The OBC will view CAM as a countywide network in terms of benefits and demand modelling.
- 2.7.4 The T&F Group received evidence that there are a number of non-engineering-based experts currently involved in the CAM via the CAM Programme Board, and the CAM sub-committees. Moving forward the CAM delivery organisation might develop further expertise in line with the emerging requirements of the project.
- 2.7.5 The T&F Group has heard the overall strategy for the ongoing development and delivery of the CAM is under constant review. For large projects such as CAM (i.e., HS2, 2012 London Olympics, Crossrail) normal practice is to have an overarching entity who is responsible for the overall delivery of the project, external engagement at a strategic/national level, key stakeholder engagement etc. The Delivery sub-group will develop an action plan to deliver the promoter body which it will bring back to a future meeting of the CAM Partnership Board. This activity is currently underway and details will be provided to the T&F Group in due course.
- 2.7.6 The T&F Group has heard that the proposals for the preferred portal locations sites are being developed as part of the current OBC activities. Further details will be provided when the draft OBC is release later in the summer or during the second non-statutory consultation which is planned for the end of 2020.

## 2.8 Technology

- 2.8.1 There are ongoing talks with the Police and Fire Service related to any concerns over tunnelling.
- 2.8.2 The T&G Group heard there may be a potential case for limited intensive surveys to be made on the proposed CAM city centre route. This will be advised by the OBC Engineering Consultants if required. This would include heritage and conduct surveys as well as geological issues.
- 2.8.3 The CAM project will be based on tried and tested technology and approaches and will include an engineering solution to any safety issues and concerns raised the T&F Group learned.
- 2.8.4 T&F Group heard that technological solutions in terms of bus driving through a tunnel exist and best-practice from elsewhere is being brought together to make it work for the CAM. Electric buses running through tunnels happens in many cities.
- 2.8.5 For security reasons there will be two tunnels with one route the T&F Group heard.

- 2.8.6 The T&F Group heard that technology for autonomous driving is not available currently. Electric buses are an option being considered but options need to be identified for charging points.

### **3.0 T&F GROUP RECOMMENDATIONS**

- 3.1 The T&F Group would wish to thank the officers who have provided updates to the Group. It is, however, unanimous in its view that work is incomplete. Therefore, the T&F Group commends the follow recommendations to the CPCA Overview & Scrutiny Committee:

1. The T&FG requests approval from the Overview & Scrutiny Committee to continue its work into this municipal year. The T&F Groups work cannot be concluded as the full initial public consultation results remain confidential and there are still outstanding key questions on delivery, financing and the technology to deliver the project that will likely remain unanswered until the final OBC is published.
2. If recommendation 1, above be approved that the T&F Group updates the Overview & Scrutiny Committee on a quarterly basis on progress on the review.

**ENDS**