



CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY
TRANSPORT AND INFRASTRUCTURE COMMITTEE: MINUTES

Date: Wednesday, 26 June 2019

Time: 13:40pm – 14:21pm

Present: James Palmer (Mayor and Chairman), Councillors Ian Bates, Chris Boden and Mike Sargeant

Apologies: Councillor Peter Hiller

24. APOLOGIES AND DECLARATIONS OF INTERESTS

Apologies were received from Councillor Hiller. No declarations of interest were received.

25. MINUTES – 3 APRIL 2019

The minutes of the meeting held on 3 April 2019 were agreed as a correct record and signed by the Chairman. The action log was noted.

26. PUBLIC QUESTIONS

None received.

27. AGENDA PLAN

The agenda plan was noted.

Councillor Sargeant requested reports on the Bus Task Force and CAM Metro be added to the agenda plan for a future meeting. **ACTION**

Councillor Sargeant queried the item on Transport Funding that appeared on the Combined Authority Forward Plan for July 2019, and what this report would cover. Officers agreed to clarify this with Members. **ACTION**

28. FUTURE MOBILITY ZONE SUBMISSION

The Committee received a report that gave an outline of the Combined Authority's Future Mobility Zone submission.

In presenting the report officers outlined that as part of the 2018 Budget, Government had announced £90 million of capital funding, as a top up to the Transforming Cities Fund, to create up to four Future Mobility Zones. The zones would focus on trialling new mobility services, modes and models, transforming the transport offer in these areas and providing evidence of their efficacy to inform the development of future

schemes. The Combined Authority had worked with the Greater Cambridge Partnership to submit the proposal on 24 May 2019.

In discussing the report Members:

- Queried whether the Zones would be replicable elsewhere, and commented that they should not be confined to one particular area
- Questioned when the Combined Authority were likely to hear the result of the submission and how much funding had been bid for. Officers clarified that the funding was not included in the submission as this would be determined by the Secretary of State if the submission was successful.
- Sought clarity on what the priorities would be from the long list of asks, if the submission was successful.
- Queried whether that had been conversations with operators about the bid and what their reactions had been, and if the Combined Authority were looking at new operators. The Mayor explained that it was an open market and that relationships with operators were improving particularly in relation to the 15% reduction on fares for NHS staff, improved guided busway frequency and the introduction of 100 seater buses.
- Questioned why the figures in the submission were flagged as capital but looked like revenue figures. Officers explained that Greater Cambridge Partnership undertook the modelling and were satisfied that they could use the capital in the way that they had set out. The model had also identified that there was no funding deficit for ongoing funding of the zone if the bid were to be successful.
- Highlighted the need to focus on demand responsive transport in the future with this work being the first steps towards this, but that there was a lot more work to be done.

It was resolved unanimously to note the CPCA Future Mobility Zone submission.

29. CAMBRIDGE CAPACITY STUDY

The Committee considered a report outlining the outcomes of the Cambridgeshire Rail Capacity Study. In presenting the report officers explained that Cambridgeshire County Council officers had produced a comprehensive report covering the Cambridge Rail Capacity Study and that this had been considered at the County Council's Economy and Environment Committee on 23 May 2019. The report to Transport and Infrastructure Committee highlighted two key matters that the Combined Authority needed to address, one being that the study did not consider the impact on potential growth levels contained within the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and that it would be necessary to update the study once work on the Non Statutory Spatial Framework and local plans had been sufficiently progressed. The second matter related to the interface with Cambridge Autonomous Metro and highlighted that the CAM team would work in conjunction with Network Rail to integrate and co-ordinate with work on the CAM outline Business Case.

In discussing the report Members:

- Raised concerns in relation to the growth projections not being taken into account in the report and some of the assumptions that had been made regarding increases in housing, workers and GDA and an assumption that there would be no significant increase in productivity. One Member commented that there were indications that productivity would increase with the introduction of Artificial Intelligence and that the job market would change as a result of this.
- Raised further concerns that Cambridge Station would be full in a years' time, as the growth in rail transport to Cambridge Station had grown by 60%. East West Rail also not been factored in to the report, and further input on Cambridge North Station was required. One member commented that there were only four through platforms at Cambridge Station and that the Anglian route required longer trains. Members were concerned that the report had not addressed these issues. The Mayor explained that he had spent a lot of time lobbying Government on these issues. He had recently attended a meeting with Government about capacity at Cambridge South Station. He clarified that these issues had already been identified by Government and Network Rail. He explained that there needed to be interaction between the rail and Metro and that considerations needed to be made on which trains needed to stop at Cambridge Station in the future. He explained that Network Rail were looking at capacity and that he had already written to the Rail Ministers in relation to these issues. One Member commented that there was significant unused capacity in the network and that further work needed to be done on understanding the technical reasons why some of the constraints existed.
- Queried what actions had been taken by Cambridgeshire County Council in responding to the report. The Mayor explained that the Combined Authority had been working with the County Council on reviewing stops at Cambridge North Station and that further joint working was envisaged. The Mayor reiterated that he would continue to lobby for the best solutions and that there was a need to sweat the assets of the rail companies.
- Reiterated concerns that the report was inadequate as it did not look at projections for the next 25 years. The report did not support the case to Government fully enough and did not take note of the CPIER. The Mayor stated that this was a valid point to make and that the expected growth needed to be taken into account. The Committee requested that the Combined Authority to write to Network Rail on the identified inadequacies of the study. **ACTION**

It was resolved unanimously to:

- a) note the contents of the Cambridgeshire Rail Capacity Study and specifically the key matters for the CPCA set out in section 3.0 of the report.

30. PERFORMANCE REPORT - APRIL 2019

The Committee received a report on the Transport Dashboard reporting for June 2019.

In discussing the report Members:

- Queried the mechanism for raising issues in relation to projects in between meetings and the need to have more information in the public domain in relation to progress on key projects. Members requested that in future if they wished to discuss a project in more detail that they could request that it be added to the agenda plan for a future meeting, this would then avoid going into an exempt session wherever possible.

It was resolved unanimously to:

note the current activity within the Transport Team and be aware of status and progress to date

31. DATE OF NEXT MEETING

The Mayor requested that an alternative date be sought for the next meeting due to a prior commitment. **ACTION**

Chairman