



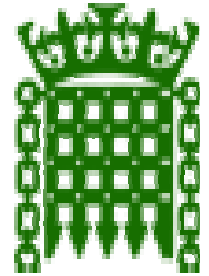
**All Party Parliamentary  
Light Rail Group**

House of Commons  
London SW1A 0AA

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**All Party Parliamentary Light Rail Group**

**Meeting at the House of Commons, Tuesday, 24th October 2017**

Chairman: Iain Stewart MP..

**Speakers**

Transport Focus Tram Passenger Survey  
Robert Pain  
Senior Insight Advisor at Transport Focus.

Bath Tram  
Dave Andrews  
Transport Consultant.  
Tram Re-introduction Group for Bath

Trams for Cambridge (as part of "CaMKOx")  
Dr Colin Harris  
Cambridge Connect

Mr Daniel Zeichner MP for Cambridge

**The Chairman, Iain Stewart MP,**

Opened the meeting by introducing himself as the MP for Milton Keynes South and the recently elected Chairman of the All Party Parliamentary Light Rail Group, a long-standing member of the Transport Select Committee and a supporter of trams and light rail. He then asked Jim Harkins to make the announcements.

**Jim Harkins** began by asking the audience to introduce themselves. This having been done, he announced that the next event would be the Parliamentary Tea on 28<sup>th</sup> November, with the Parliamentary Under Secretary of State for Roads, Local Transport and Devolution, Mr. Jesse Norman MP. Numbers for this will be limited, so an RSVP is required once the invitation has been issued.

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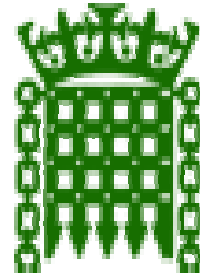
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Iain Stewart then invited the first speaker to address the meeting.

**Robert Pain,**

Senior Insight Advisor at Transport Focus, spoke to a PowerPoint presentation, which can be found at <http://www.applrguk.co.uk/media/files/LR-Applrg-TPS2016RobertPain-APPLRG24October2017pdf>

He outlined the functions of Transport Focus as an independent consumer watchdog for rail, bus, coach and tram passengers in England outside of London and more recently for users of England's strategic road network. It is not a campaigning body but aims to provide independent research results. The surveys of different modes allowed comparisons to be made between modes but TF is not a champion of any particular mode.

He outlined the results of the most recent Tram Passenger Survey, which took place in autumn 2016, and covered six networks: Manchester, Birmingham, Blackpool, Edinburgh, Nottingham and Sheffield. Edinburgh is dropping out of the 2017 survey, but it will include the Glasgow subway for the first time.

The survey questions passengers about their experience of a specific journey and produced over 5000 responses. The six networks are all different in nature and extent and the survey also takes into account factors which may impact on the network at that particular time.

The key performance measures across all six networks were punctuality at 88% (up from 86% in 2015), journey time 90% (up from 87%), value for money 69% (no change) and overall journey satisfaction 93% (up from 92%). He explained how the different questions are brought together to produce the key measures. He showed figures breaking down the responses from different types of passenger – different age groups, paying versus free and commuting versus non-commuting. He also showed comparative figures for the different public transport modes, showing that trams continue to outperform both trains and buses, overall and on most key measures, the major exception being seat availability.

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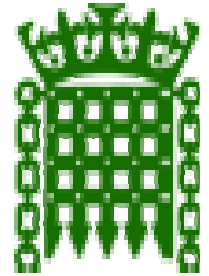
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## Questions

**Iain Stewart** asked if any changes had been noted on other tram systems following the accident in Croydon.

**Robert Pain** said that a slight reduction overall had been noted on scores related to safety but detailed analysis had shown no consistent pattern related to the Croydon incident.

**John Parry** (Parry People Movers) asked if having a conductor aboard the trams made any difference to the public's responses, he was particularly interested in whether a company representative actually in the tram added to the public's sense of security..

**Robert Pain** said that this was not something that had been specifically looked at and it is only one of many differences between networks. A question was asked about whether passengers felt uncomfortable due to the behaviour of other passengers but the numbers were very low

**Bernard Gambrill** (ICE) asked if the information given on PIDs has any effect on passenger's expectations.

**Robert Pain** said that passenger information varied substantially between the networks. The amount and accuracy of information probably does affect expectations. It is important that passengers get sufficient and sufficiently accurate information to enable them to make good decisions about their journeys.

**Matthew Lugg** (CIHT) asked whether operators have used the results from other networks to improve their own systems.

**Robert Pain** said that this was one of the benefits to come from the surveys, although given the different nature of the networks it is not always easy to learn from one to another. There is no ranking of systems in the surveys but a comparison with other networks no doubt creates a desire to improve one's own performance. Operators do take notice if a particular issue has been raised.

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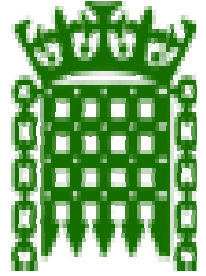
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**Daniel Giblin** (LRTA) asked whether passengers should be asked in future about smart ticketing.

**Robert Pain** said that much work was done on ticketing: smart ticketing, clarity on pricing and flexibility. The industry is moving in the direction of smart ticketing although there are many problems to be sorted out.

**Jim Harkins** asked if a question could be included in future surveys on the desire for additional tram routes.

**Robert Pain** said that he would put that forward for consideration for the next survey.

**Jim Harkins** added that APPLRG were always looking for questions that could be asked in the House of Commons – any suggestions should be sent to the Group.

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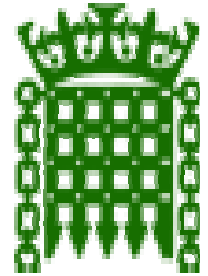
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**Iain Stewart** then introduced the second speaker.

**Dave Andrews** (Tram Re-introduction Group for Bath)

Then spoke on the proposal for a Bath tram. Due to technical problems, he was unable to show his PowerPoint presentation.

Details including maps can be found at the organisation's website <https://bathtrams.uk/>.

He stressed the extreme traffic problems that Bath currently experiences. Bath had a tram system from 1904 to 1939, which developed in tandem with many of the suburbs. A previous group had proposed trams and had done costings. The Tram Re-introduction Group looked again at these proposals and identified routes which appeared to make economic sense.

Discussions have been held with the local Council, which despite initial misgivings is now supportive to the extent that they have commissioned Atkins to carry out a study on the concept.

This report has been completed in draft and is allegedly favourable. The Group is awaiting a sight of the draft in order to comment on it.

The Group is proposing to raise the money to build the scheme if the Council will supply the necessary support and permissions.

## Questions

**John Parry** asked if the proposal was to use lighter vehicles than the existing second generation tramway systems.

**Dave Andrews** said that they would certainly be looking at this but that no decision on type of vehicle had been taken.

**Bernard Gambrill** asked about specific routes and whether it would be built in stages.

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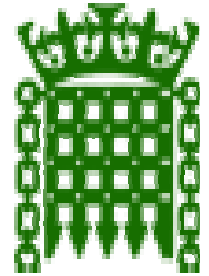
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**Dave Andrews** listed the proposed routes (see website <https://bathtrams.uk/>) and hoped it would be possible to build the project in one go in order to capitalise as soon as possible on the synergy of having a network and to relieve the critical traffic problems in the city, but this would depend on finance.

**Jim Harkins** said that he had given a presentation in Bath on the previous Wednesday on traffic pollution and in particular the "Oslo Effect" and the City Councillors present appeared very concerned about this problem.

Has the Group had any feedback from the council on this.

**Dave Andrews** said that they had heard nothing so far.

**Bob Chard** (UKTram) asked if the groups proposing trams for Bath, Oxford and Cambridge should get together to exchange ideas given that they would have similar problems with regards to old buildings and dealing with heritage groups.

**Dave Andrews** agreed that this would be a good idea and proposed inviting other groups to a meeting. He said that trams themselves were part of Bath's heritage and, historically, were a key factor in the growth of the city.

**Dave Holladay** (STRAIL) asked if there were any plans to use the existing rail network to augment the tram network.

**Dave Andrews** replied that this was not under consideration and there was insufficient capacity on the main railway for a significant increase in traffic. There had been a suggestion to build a light rail route along the former Midland Railway line from Bristol but he considered that trams should follow main roads in order to maximise car traffic reduction.

**Tony Young** (LRTA, UKTram) mentioned studies on trams for Bath done for Avon County Council and later by Bath and North East Somerset County Council.

**Dave Andrews** said he was not aware of these studies. The only study he was aware of was one by Adrian Tuddenham of Trams for Bath, which his group had used as a basis for some of their proposals. He would be interested in details of any previous studies

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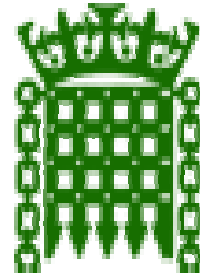
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**Matthew Lugg** asked if the group had started a dialogue with the mayor.

**Dave Andrews** said they had not spoken directly with the mayor but the feedback via other councillors was that he was supportive of the proposals.

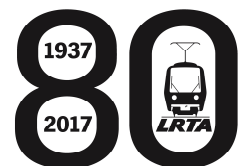
**Jim Harkins** stressed the need to reallocate road space from cars to trams.

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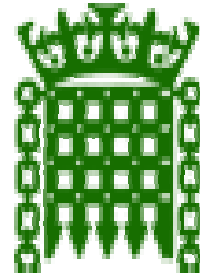
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**Iain Stewart** introduced the second speaker.

**Dr Colin Harris** (Cambridge Connect) then presented the plans for a light rail scheme for Cambridge. He spoke to a PowerPoint presentation which is available at <http://www.applrguk.co.uk/media/files/LR-Applrg-Cambridge-Presentation-24-Oct-2017pdf>

He explained that Cambridge Connect came into being because proposals put forward for the Cambridge City Deal, a government supported £500 million project to improve transport infrastructure in and around the city, being felt to be insufficiently long-term, being based on what was affordable within a five-year time frame. There was much support for taking a long-term view of transport needs

The City Deal exists because Cambridge is a vast success. The University is a global leader and business in Cambridge is phenomenally successful. This has led to employment growth and population increase. Annual business turnover is similar to Manchester's.

Transport planning has up to now centred around buses. This year 125 buses enter the city centre per hour (10 every five minutes). With projected population growth and assuming a 15% use of public transport, by 2031 this would need to rise to 200-300 per hour (20-25 every 5 minutes) – hardly sustainable. Nottingham faced similar pressures on the central area and has opted for light rail, as having the capacity and scalability to cope with projected demand.

Cambridge is not too small to sustain light rail and there are many examples in Europe of similar sized cities supporting a light rail system.

The proposed network is designed to serve areas not at present well served by public transport. The principal line extends from the Girton Interchange (a major road interchange between M11, A14 and A428), through the developing University West Campus, underground under the river and city centre and to the main Cambridge railway station and then south to the Biomedical campus around Addenbrooke's Hospital. A further line would extend from the railway station to the northeast and then loop back to the Girton Interchange. With the light rail in place the coach station and tourist coach drop-off could be moved to the periphery of the city, keeping coaches out of the centre.

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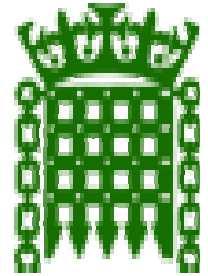
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The green belt around Cambridge is jealously guarded, so there are proposals for new housing to be built in satellite towns around the city and these would need to be linked in to the light rail network.

Estimates have been made of the likely demand for the light rail system based on existing travel data. 2000-3000 people per hour would use the system, the lower end of where light rail becomes viable. But that is in 2017 and we are planning for several decades.

Rough costs for the initial line, including an underground section, could be in the region of £900m, rising to £1.5bn with all the extensions. This compares with £1.7bn currently being invested in improvements to the A14 road.

A full feasibility study is now needed to evaluate the scheme. The Combined Authority is currently producing a strategic options study which is looking at a whole range of options – light rail, busways, monorail etc.

## Questions

**Iain Stewart** asked about a link up with East-West rail.

**Colin Harris** replied that the light rail network had been designed with this in mind, although the route of East-West rail is not yet decided, perhaps from the south joining the existing rail line at Foxton. Interchange with light rail would be at Cambridge Central station. Park and ride sites are planned around the city, one of these might be associated with East-West rail.

**John Woods** (LRTA) felt that the plan would be a good template for transport in Norwich. He asked how the City Deal came about.

**Colin Harris** said that in some ways the City Deal was a barrier as many people had the view that the £500m was a final amount and no more would be forthcoming. We should decide the right approach for Cambridge and then worry about where the money is coming from. There are a number of ways in which money could be raised.

**Iain Stewart** thanked the speakers and audience and apologised for leaving the meeting at 16:45 and handing the Chair to **Jim Harkins**.

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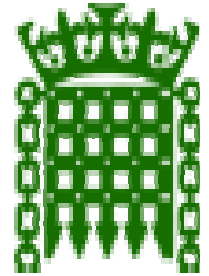
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**Matthew Lugg** asked if some form of Workplace Parking Levy on the Nottingham model had been looked at.

**Colin Harris** replied that all sources of money were being looked at, although Cambridge Connect was a pressure group aimed at getting the right transport future for the city and it would be up to the authorities to decide on funding.

**Jim Harkins** queried the desirability of tunnelling under the centre and also asked whether there had been a study on the air pollution aspects of the large number of buses in the city centre, with particular reference to the "Oslo Effect".

**Colin Harris** said that much thought had been given to the tunnel option and there were conflicting views. He thought that getting across the river was the main problem and that there would be strong resistance to imposing light rail infrastructure on certain areas in central Cambridge and that the environment for pedestrians would be improved if transport infrastructure were underground.

**Adrian Howson** (Transport Design International) thought that a tunnel was the best solution for central Cambridge.

**Jim Harkins** pointed out that trams, unlike buses, worked well in pedestrianised areas.

There was a general discussion about the ability of trams to negotiate narrow streets

**Tim Kendell** stressed the importance of trams having a high visibility and not being hidden underground and the improvement in the environment that pedestrian streets with tram without overhead and other vehicles banned would bring.

**Colin Harris** said that the matter was not yet decided and that it was something a feasibility study would look at.

**John Parry** suggested a one way loop to connect the railway station to the centre.

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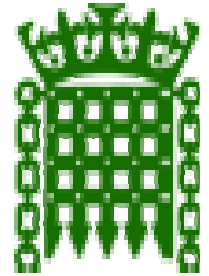
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**Jim Harkins** introduced the fourth and final speaker.

**Daniel Zeichner MP (Applrg Member)**

Spoke about the many proposed solutions for Cambridge's traffic problems, going back to the 1950s. Some progress has been made over the years in reducing traffic in the city centre and more recently there has been the introduction of the highly controversial guided busway. Now, with the City Deal and some money available, there has been a whole range of ideas put forward for improving the current traffic nightmare which is a real brake on Cambridge's prosperity. A virtual new city is emerging in the Biomedical Campus to the south and many more people are expected to be living in the area with no adequate transport structure.

The current plans are really not fit for purpose. If decision-making were fully devolved to the city along with the powers to raise money, it should not be impossible to implement a solution such as the one we have been discussing.

So far, however, the Treasury has been reluctant to give this sort of freedom, which is why transport authorities continue to think in a piecemeal, short-term way, although some of the short-term measures will no doubt be beneficial. We also have a very well-informed electorate who are very resistant to proposals they see as detrimental to the city environment.

This is why going underground beneath the city centre may be the best option. All potential solutions need to be considered but whatever the eventual choice it should be a system capable of expansion to meet future demands. If Cambridge can come up with a workable solution to its problems, it could act as a template for other historic cities.

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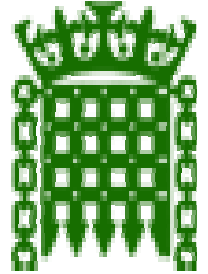
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## Questions

**James Winnett** (WMG) said that WMG were working with Coventry to find new solutions to its transport problems and many areas face similar problems. We all need to come together to find workable solutions and the means of funding them.

**Jim Harkins** spoke of a proposed closed meeting in February under APPLRG auspices to bring transport planners together with potential fund providers. He also stressed the significance of the Oslo effect in traffic pollution, which would not be cured by the current proposed measures for substituting electric for internal combustion propulsion in rubber-tyred vehicles.

**Dave Holladay** pointed out that grassing tram lines was a positive measure towards counteracting traffic pollution.

**Jim Harkins** thanked the speakers and the audience for their attendance.

The meeting closed at 17:03

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