



Combined Authority Board		Agenda Item
26 July 2023		5
Title:	Public Questions	
Report of:	Edwina Adefehinti, Interim Chief Officer Legal and Governance & Monitoring Officer	
Lead Member:	Councillor Edna Murphy, Lead Member Governance	
Public Report:	Yes	

Question 1 – from Jane Taylor-Pitt, local resident

To	Mayor Dr Nik Johnson
	<p>On the 13th June, 2023 Peterborough City Council informed our joint Bus Campaign Group that the responsibility for bus funding lies within the purview of the Combined Authority rather than Peterborough City Council, and on that basis, refused to accept our request for a petition.</p> <p>Will you confirm that you will secure funding for the bus routes of rural villages within Peterborough City Council? All residents need access to primary care, town centres etc as stated in the questions that were submitted to the Combined Authority Meeting on the 31st May 2023. To date, there has been no answer received to those questions.</p>
	Response:

Question 2 – from Chris Johnson, local resident

To	Mayor Dr Nik Johnson
	<p>My question has been informed by the “UK Hydrogen Strategy” published August 2021, its update December 2022, the UK Parliament’s Climate Change Committee report published June 2023, the Cambridgeshire and Peterborough Combined Authority (CPCA) Application in May / June 2021 for ‘ZEBRA’ Funding, the CPCA and New Anglia LEP Action Plan for an Alternative Fuels Strategy published 23rd February 2022, the CPCA Bus Strategy dated March 2023, the CPCA Strategic and Business Plan 2023 / 24, the CPCA Mayor’s announcement “Our work to reform buses is vital for Cambridgeshire and Peterborough” dated 20 June 2021 and the feedback from Chair of the Joint Assembly Meeting of the Greater Cambridge Partnership (GCP) dated 29 June 2023.</p> <p>The reason for my question is that the CPCA ‘ZEBRA’ application stated “... we have determined that at present H2 (sic Hydrogen) is too bulky to deliver to Cambridge in the quantity we would require, in an environmentally acceptable manner.</p> <p>Hydrogen is now the Alternative Fuel of choice for many UK Bus, Freight and Taxi operators and I fear a Bus Battery only strategy will limit CPCA ‘Clean Tech’ innovations in such fields as Bus Thermal Engine development, industrial and residential Hydrogen boilers etc.</p> <p>Will the Mayor commit, prior to a final decision on the proposed Cambridge City Congestion Charge, to no further expansion other than replacement of the existing Battery Operated Bus Fleet excluding minibuses and Battery recharging infrastructure until he has commissioned and consulted with interested parties and the general public on the alternative option offered by a franchised hybrid Bus Service of Battery Operated Buses and Hydrogen Fuel Cell Electric Buses with Hydrogen Refilling Stations, ideally available to third parties?</p>
	Response:

Question 3 – from XX, local resident

To	Mayor Dr Nik Johnson