



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.6

Authorisation of Expenditure on ZEBRA zero emissions buses project

To:	Transport and Infrastructure Committee
Meeting Date:	18 th January 2023
Public report:	Yes
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
From:	Oliver Howarth, Bus Strategy Manager
Key decision:	N/A
Forward Plan ref:	
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <p>Recommend to the Combined Authority Board to approve capital expenditure of £2,994,000 of funds allocated to the approved ZEBRA Business Case.</p>
Voting arrangements:	<p>A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council or Peterborough City Council, or their Substitute Members</p>

1. Purpose

- 1.1 To recommend to the Combined Authority Board to approve capital expenditure of funds allocated to the approved ZEBRA Business Case.

2. Background

- 2.1 The ZEBRA (Zero Emission Bus Regional Area) project originated in a Department for Transport (DfT) scheme to encourage roll out of electric buses. The Combined Authority led a consortium of CPCA, Stagecoach and the Greater Cambridge Partnership (GCP) on a proposal to buy 30 zero emission electric double-deckers. This scheme was accepted by DfT. The proposed expenditure was £4.295m from DfT, £2.994m from CPCA; £2.25m from GCP and £7.035m from Stagecoach. The total capital expenditure is therefore £16.574m and the project is fully funded.
- 2.2 At its meeting in September 2021 the Combined Authority Board approved funding of up to £16.4m from the Medium-Term Financial Plan and the apportionment of 40 / 60 as a split of any under / overspend against the budget between Cambridgeshire County Council (40%) and the Combined Authority (60%).
- 2.3 Thirty Volvo BZL double decker buses have been ordered by Stagecoach for delivery in February to April 2023. These are revised delivery dates (2-3 months later than intended) as there has been some delay as these are the first Volvo BZLs to be built and Volvo found a potential safety issue which required to be eliminated. This has been completed.
- 2.4 Works are close to completion on refitting Cowley Road bus depot in Cambridge with simultaneous overnight charging facilities for all thirty buses. Work is now commencing at Babraham Road Park & Ride to provide a charging facility for the five Park & Ride services.
- 2.5 It is intended to launch the ZEBRA bus fleet into service in March 2023.
- 2.6 The Combined Authority is requested to spend the money existing and allocated within the MTFP to complete the project by acquiring and placing in service the 30 electric double decker buses and completing the electrical power charging facilities

Significant Implications

3. Financial Implications

- 3.1 The Medium-Term Financial Plan has an approved budget amount of £2.994 million for the ZEBRA project.

4. Legal Implications

- 4.1 The ZEBRA project has an agreed Grant Funding Agreement in place between the Combined Authority, Cambus Ltd, Stagecoach East and the County Council.

- 4.2 The Grant Funding Agreement includes the approved apportionment of 40 / 60 as a split of any under / overspend against the budget between Cambridgeshire County Council (40%) and the Combined Authority (60%).

5. Public Health Implications

- 5.1 There will be a positive impact on public health by focusing thirty Zero Emission buses into the city core and thereby improving air quality for the residents and people of Cambridge.

6. Environmental and Climate Change Implications

- 6.1 There will be a positive impact on public health by focusing thirty Zero Emission buses into the city's core. It is anticipated that the reduction in bus emissions in the city centre/Air Quality Management Zone (AQMZ) will equate to 40-45%. Crucially NO_x, PM, and carbon emissions in the city centre/AQMZ are expected to return to environmentally acceptable levels following this intervention.

- 6.2 Specifically:

- After year 1 CO₂ emitted is expected to fall by 1,405,262 kg/CO₂e - a 74% reduction versus pre-implementation levels
- After year 8 absolute CO₂ emitted is expected to fall by 12,175,980.4 kg/CO₂e - an overall decline of 80% on pre-implementation levels
- After year 17 absolute CO₂ emitted is expected to fall by 27,997,093.29 kg/CO₂e, representing an overall decline of 86% on pre-implementation levels.

7. Other Significant Implications

- 7.1 N/A.

8. Appendices

- 8.1 None

9. Background Papers

- 9.3 [Board Paper September 2021](#)