



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 6.3

Alternative Fuel Strategy

To: The Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: 22nd March 2023

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Tim Bellamy, Interim Head of Transport

Key decision: Yes

Forward Plan ref:

Recommendations: The Cambridgeshire and Peterborough Combined Authority Board is recommended to:

- a) Take note and comment on the draft Electric Vehicle Implementation Strategy.
- b) Approve the East Anglian Alternative Fuel Strategy.
- c) Approve the drawdown to approved from subject to approval the £88,560 from the Local Vehicle Infrastructure (LEVI) Capability Grant.
- d) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council and Peterborough City Council LEVI Capability Fund.

Voting arrangements: Recommendation (a) is for noting only, no vote required.

For Recommendations (b) - (d) 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.

1 Purpose

- 1.1 This paper provides an update on East Anglian Alternative Fuel Strategy (EAAFS) following consultation and the Digital Policy document with the aim of adopting each document as final. Going forward, these documents will ultimately be part of the Local Transport and Connectivity Plan (LTCP) documentation suite and therefore show a clear golden thread with the Plan.

2 Background

East Anglian Alternative Fuel Strategy

- 2.1 The draft East Anglian (AFS) went to Transport and Infrastructure committee in July 2022. Following this the AFS went out for consultation for 6 weeks until the 21st December 2022.
- 2.2 The full AFS Consultation report is documented in Appendix 1.
- 2.3 In Summary, overall, 121 responses were received and throughout the consultation the below diagram summaries the main themes of feedback that was received for all questions.



- 2.4 In total 76% of respondents either Strongly Agree or Agree with the objectives of the Alternative Fuel Strategy and 70% of respondents either Strongly Agree or Agree with the Action Plan for Decarbonising East Anglia Transport. Also, 48% of respondents either Strongly Agree or

Agree and 31% are neutral with believing the road map covers the actions needed to achieve the strategy's objectives.

2.5 No changes have been made to the East Anglian Alternative Fuel Strategy. This is due to a number of emerging plans and strategies that are the way forward respond to all the main feedback from the consultation. These include the following:

- Hydrogen - The AFS covers hydrogen fuel although this is mainly centered around HGVs. There is a lack of rollout of hydrogen vehicles in East Anglia and a number of key challenges to delivering hydrogen for transport.
- The Local Transport and Connectivity Plan - The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire & Peterborough.
- Bus Strategy - The Bus Strategy aims to set out an ambitious vision and strategy to improve our bus network in a way that will benefit the residents and business of our region, and to deliver the goals and objectives of the Combined Authority's Local Transport and Connectivity Plan.
- Electric Vehicle Infrastructure Strategy - Following on from the AFS will be the Electric Vehicle Infrastructure Strategy.
- Digital Policy - The Digital Policy aims to ensure the availability of high quality, affordable digital connectivity services and support the exploitation of digital technologies.

Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy

2.6 In parallel to this work is the Cambridgeshire and Peterborough Electric Vehicle Infrastructure Strategy. draft document in located in Appendix 3.

2.7 Road traffic is the largest contributor to our carbon footprint across Cambridgeshire and Peterborough. In summary, to avoiding a significant proportion of these emissions is to encourage modal shift away from low occupancy vehicles in favour of active travel, public transport, and travel avoidance, we know that some low occupancy methods of powered travel are likely to remain in high demand for the foreseeable future, and that we must do something now to avoid the associated emissions

2.8 A long-term approach and continued commitment from the Combined Authority and constituent local councils is required to support the development of the local Electric Vehicle market and to ensure that access to charging infrastructure is not a barrier to entry. The transition away from combustion engines is happening quickly and at an increasing rate. The scope of this strategy is therefore to address the transition of roadgoing transport within Cambridgeshire and Peterborough away from fossil fuels in the short term and through the next decade.

2.9 Our Strategy focuses on 5 key areas for delivery:

- Charging Infrastructure – to ensure our approach is appropriately targeted to different settings;
- Charge point Accessibility – to ensure all our communities have equitable access to public chargers;
- Communication, Advocacy and Outreach – to share our knowledge and empower our communities;
- Public and Shared transport; and
- Planning, regulation, and guidance – for new developments.

2.10 This document helps addresses some of the issues raised in the East Anglian Alternative Fuel

Strategy.

- 2.11 On the 21st February 2023, government launched the £8 million Local Electric Vehicle Infrastructure (LEVI) Capability Fund for Local Authorities across England. In addition to expanding the pilot scheme, which will equip Local Authorities with the skills and ambition to scale up their plans when it comes to their charging strategy. The funding will help Local Authorities to work in tandem with private business and chargepoint operators to drive the sustainable growth of local networks, building and utilising their collective knowledge and expertise to deliver the most ambitious chargepoint plans for their area. The Combined Authority have been successful in securing funding from government, equating to £88,560. This should be issued before the end of the financial year. Discussions are ongoing with Peterborough City Council and Cambridgeshire County Council on the appropriate application of this funding across the region.

3 Significant Implications

- 3.1 N/A.

4 Financial Implications

- 4.1 Approval to drawdown to approved from subject to approval the £88,560 from Local Vehicle Infrastructure (LEVI) Capability Grant

5 Legal Implications

- 5.1 N/A.

6 Public Health Implications

- 6.1 The report recommendations have a positive implication for public health. Electric Vehicles are a core part of reducing emissions and aiding in improving air quality which has a significant health impact.

7 Environmental and Climate Change Implications

- 7.1 The report recommendations have a positive implication for the environment and climate change. This work aims to mitigate and adapt to climate change.

8 Other Significant Implications

- 8.1 N/A

9 Appendices

- 9.1 Appendix 1 – Alternative Fuel Strategy Consultation Report
9.2 Appendix 2 – [East Anglian Alternative Fuel Strategy](#)
9.3 Appendix 3 – Draft Electric Vehicle Infrastructure Strategy

10 Background Papers

[Combined Authority Board report 25 January 2023](#)

[Combined Authority Board report 27th July 2022](#)