



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.5

Zebra Phase 2 Business Case submission

To:	Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee
Meeting Date:	8 September 2021
Public report:	Yes
Lead Member:	Mayor Dr Nik Johnson
From:	Rowland Potter Head of Transport
Key decision:	No
Forward Plan ref:	Not Applicable
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">a) Note the contents of this report and appendixb) To recommend approval to the Combined Authority Board to fund the combined authority contribution of £1.963m from the reprofiled Transforming Cities Fund or Single Potc) To delegate authority to the Head of Transport in consultation with the chair of the committee and the chair of the Combined Authority Board, to progress at the earliest opportunity should the application be successful.
Voting arrangements:	<p>Item a) Note only, no vote required. Items b), and c) simple majority of all members present and voting.</p>

1. Purpose

- 1.1 This report presents to the committee the progress against the ZEBRA (Zero Emission Bus Regional Area) Phase 2 Application.
- 1.2 The report goes onto to detail the funding required as combined authority contribution in the event the bid is successful.

2. Background

- 2.1 On the 21 May 2021 the Combined Authority submitted an Expression of Interest to the Department for Transport as on of 11 other authorities as part of the Fast Track application process.
- 2.2 The Cambridgeshire and Peterborough Combined Authority was successful as one of only 6 authorities from the 11 that expressed an interest to progress to stage 2 of the Fast Track application and proceeded to develop in partnership with Greater Cambridge Partnership and other partners a full five case green book business case.
- 2.3 The application is for thirty new electric buses to replace thirty diesel buses on existing routes through Cambridge for all park and ride routes and Citi 2 route, in addition the installation of charging infrastructure at depot and opportunity charging at Babraham park and ride.
- 2.4 The proposal is that the thirty diesel buses would then replace thirty older buses within the Cambridgeshire and Peterborough region, not only improving air quality within Cambridge but elsewhere also, until such time as the entire regional bus fleet can be replaced with alternative fuel buses as per the Combined Authorities climate change commitment.
- 2.5 Cambridge was identified as our entry into alternative fuel buses, primarily because of the air quality issues, with over 100 deaths in Greater Cambridge attributable to air pollution each year and buses are the largest single contributor to emissions. These new buses will reduce emissions in that central zone by over 40%, contributing significantly to improved public health.
- 2.6 On the 20 August 2021 this business case was submitted to government for consideration.

3. Business Case

- 3.1 The business case submitted was a full five case business case in line with Green Book standards covering:
 - Strategic Case
 - Management
 - Commercial
 - Financial
 - Economic
- 3.2 Our project will see CPCA and Greater Cambridge Partnership (GCP) working with an Operator Partner to support the procurement of 30 new battery electric zero emission

double-decker buses – to enter service in the second half of 2022 – and supporting depot and opportunity charging infrastructure (including the respective grid connections). Furthermore, our opportunity charging infrastructure will be directly connected to a new Solar Farm being installed at the Babraham Road Park & Ride site, meaning that vehicles being charged at the Park and Ride will benefit from truly green well-to-wheel energy.

- 3.3 By funding this project with GCP and the Department for Transport will be a supporting a transformational scheme that:
- Will mobilise quickly to deliver zero emissions buses on the road in 2022;
 - Delivers significant value for money with the ZEBRA funding requested representing just 26% of the overall project costs;
 - Will have an immediate and significant impact on serious air quality issues which cause up to 100 early deaths each year in the City of Cambridge; and,
 - Demonstrates UK Government's commitment to its climate change policies in one of the most recognised cities in the world.
- 3.4 Cambridge is one of the most complex cities in Britain for public transport to serve. The city is the fastest growing in Britain, a centre of world-leading innovation with a vibrant economy, rapid population growth and a series of consequential transport challenges including heavy congestion and air quality issues. These air quality issues are directly related to 100 early deaths in our region each year.
- 3.5 This project will deliver against our commitments to improve air quality in the City of Cambridge which has exceeded recommended WHO pollution tolerance levels for years. By concentrating zero emission buses into our principal AQMZ we will deliver a material improvement on the quality of life for residents in the city and improve their access to outstanding public transport services.

4. Financial Implications

- 4.1 The Combined Authority contribution of £2.994m includes already approved revenue budget of £1.031m, the remainder of £1.963m requested is proposed to be drawn down from the Transforming Cities Fund should the committee and board approve the proposed reprofiling of this fund or alternatively the single pot.
- 4.2 The proposed new spend within this report of the £1.963m is within our single pot and transforming cities fund guidelines and complies with our constitution and assurance framework.

5. Legal Implications

- 5.1 No significant legal implications.

6. Other Significant Implications

- 6.1 None at this time

7. Background Papers

- 7.1 ZEBRA Phase 2 Business case

https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/CPCA-ZEBRA-Scheme-Business-Case_FULL-v2021_08_20-FINAL-REDACT.pdf

7.2 Document title, web link or address where it can be obtained:

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