



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.7

## Peterborough Bus Depot Relocation

To: Transport and Infrastructure Committee

Meeting Date: 13 July 2022

Public report: Public Report

Lead Member: Mayor Dr Nik Johnson

From: Oliver Howarth, Bus Strategy Manager

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Note the current position in relation to the Peterborough Bus Depot Relocation; and
- b) Support the proposal to investigate alternative options for the provision of a bus depot in Peterborough
- c) Recommend the Combined Authority Board agree for the £40,000 drawdown from the Bus Reform budget to progress this project in a timely manner.

Voting arrangements: A simple majority of all Members present and voting

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

## 1. Purpose

- 1.1 This report summaries the current position in relation to development of the Peterborough Bus Depot Relocation and agree the drawdown of £40,000 from the Bus Reform budget.

## 2. Background

- 2.1 The object of this project is to deliver an evaluation paper for a new bus depot facility for Peterborough-based bus services. This will be based on a specification drafted by Officers which will include key requirements such as the need for electrification, to provide additional overnight parking capacity and maintenance facilities for buses; and create a level playing field for bus operators who are bidding to operate bus services around the city.
- 2.2 The report will consider how best to finance, acquire, build, and maintain a bus garage that has the potential to be multi-operator, with capacity to expand, if necessary, at a later date to meet future market needs.
- 2.3 Lincoln Road bus depot in Peterborough is approximately 100 years old. It is surrounded on three sides by the back gardens of neighbouring residential properties, and on the fourth side it fronts on to a busy retail area. It has insufficient capacity for electric buses because each electricity charger will need barriers to protect it from parking accidents, taking up floor space.
- 2.4 There are also difficulties with bringing high voltages into such a residential area. Therefore, there is a need to create a new depot that has flexibility to fulfil future needs including the potential for multi-operators.
- 2.5 There are no other significant bus depots in the greater Peterborough area.

### Key Issues

- 2.6 This stage of work is anticipated to equate to a maximum cost of £40,000 of the £150,000 revenue expenditure allocated to this work stream, via the CPCA Bus Reform budget. One of the tasks of the report will be to look at best ways to finance a land acquisition, where ownership will sit and ongoing financial implications of the operation. This is an investigation into the financial possibilities and hence is de-risking any wider follow up project.
- 2.7 The project will enable Peterborough's bus services are decarbonised with consequential benefits for public health and the city's environment and will allow officers to move more quickly should a suitable depot site be found.

## 3. Significant Implications

- 3.1 There are no other significant implications to this report

## 4. Financial Implications

4.1 The £40,000 to complete the work will be allocated from the agreed Bus Reform budget.

## 5. Legal Implications

5.1 None.

## 6. Public Health Implications

6.1 The implementation of the EAAFS will result in an improvement in public health through better air quality in the medium-longer term.

## 7. Environmental and Climate Change Implications

7.1 The implementation of the EAAFS will result in an improvement in the quality of the environment and have a positive effect on climate change in the medium-longer term.

## 8. Other Significant Implications

8.1 None

## 9. Appendices

9.1 None

## 10. Background Papers

10.1 None