

Cambridgeshire & Peterborough Combined Authority
Pathfinder House
St Marys Street, Huntingdon
PE29 3TN

23 October 2024

[REDACTED]

[REDACTED]

Dear [REDACTED]

Re: Freedom of Information request ref CA351

Thank you for your request for information received on 2nd October 2024. The response is given below:

Request

1. The letter states that "CPCA will comply with the terms of the business case as approved in accordance with this letter dated 7th January 2022. Any deviation from the milestones outlined by CPCA in the business case, for either the buses or the infrastructure required to support them, must be reported to the Department" The publicly available business case makes no mention of the fact that the fact that one of the conditions of the funding was that CPCA progress the reinstatement of the Mill Road bridge bus gate. Were there any other milestones documents sent by CPCA to DfT and, if so, can I please could you send me a copy?

Response: No other correspondence regarding the ZEBRA project pertaining to Mill Road Bridge, aside from the one award letter.

2. The letter from the Department for Transport refers to the requirement for CPCA to develop an updated delivery timetable by 17th January 2022. Please could I have a copy of this updated delivery timetable that was sent to the Department for Transport?

Response: The revised delivery strategy, compiled in early 2022, was in line with the established milestones. However, significant delays arose, resulting in the fleet of 30 ZEBRA buses only entering service in May 2023. This delay stemmed from Volvo identifying a potential fire risk in their newly developed Volvo BZL buses, which were the first of their kind delivered anywhere in the world. This issue required five months of rectification and testing; a matter regularly discussed in the Combined Authority's monthly meetings with the Department for Transport (DfT). Despite the delay, DfT commended our efforts, noting that our ZEBRA project was the first in Britain to be fully delivered. The Combined Authority have completed searches of the data base and can find no reference to Mill Road or a formal response from the mayor in relation to

this. However we have found the following documents that provide further insight into the other questions you posed.

- *ZED Progplan v1.1*
- *ZEN Progplan v1.26*
- *220708 CPCA response*

3. The letter states that CPCA should commit to progress the reinstatement of the bus gate on Mill Road...as committed to by the Mayor in late September. Can I please have a copy of the document that was sent by CPCA to the Department for Transport that provided the commitment of the Mayor to which the letter refers?

Response: *No such commitment was made. Mill Road was not discussed in any ZEBRA-related attended by Combined Authority officers with the DfT. It is also important to reiterate that the Combined Authority does not hold authority over highway matters. As such, we appropriately refer such matters to the County Council (CCC), the Local Highways Authority responsible for such concerns.*

I hope this information is helpful but if you are unhappy with the service you have received in relation to your request and wish to make a complaint or request a review, you should write to us via our contact us email address: democratic.services@cambridgeshirepeterborough-ca.gov.uk or write a letter to Complaints, Cambridgeshire and Peterborough Combined Authority, 2nd Floor, Pathfinder House, St Mary's Street, Huntingdon, Cambs PE29 3TN within 40 days of the date of this e-mail.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF, or via their website: <https://ico.org.uk/>

Generally, the ICO will not undertake a review or make a decision on a request until the internal review process has been completed.

Yours sincerely



Sophie Purvis
Data Protection and Information Governance Assistant

Zero Emissions Buses Delivery

Programme plan v1.0

	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	
Project Initiation																		
ZEBRA announcement																		
Set up of the ZEBRA scheme project governance																		
Set up direct grant award																		
Workstream 1 Selection of Op partner, bus, power, charging partners																		
Launch of Consortium Grant Award																		
Bid evaluation for consortium Agreement																		
Contract negotiation & finalisation with consortium																		
Selected consortium announced																		
Finalisation of specification for buses & infrastructure																		
Devt of safety cases for vehicles and infrastructure																		
Workstream 2 Procurement & delivery of 30dds																		
Launch of bus procurement																		
Bus manufacturing																		
Bus delivery and commissioning																		
ZEBs begin operation																		
Workstream 3 Procurement by operator of 15 in-depot dual chargers																		
Site inspections and planning																		
Charger software integration																		
Installation time																		
Completion of installation 15 dual chargers																		
Workstream 4 Upgraded power grid connection																		
Collab planning with operator & power delivery partners																		
Permit for grid connection upgrade																		
Charger software integration																		
Installation - grid connection upgrade																		
Commissioning grid connection upgrade																		
Workstream 5 Procure 2 chargers for Babraham P&R (relies on solar scheme completion)																		
Site surveys for P&R charge station & pax loading																		
P&R charge station accessibility impact analysis																		
Permit application, planning & design																		
Charger software integration																		
Construct & install charge station.																		
Install power connection to solar installation																		
Completion of solar/battery and charge station																		
Workstream 6 Driver Training																		
Develop bus and infrastructure training manuals																		
Train Operations & maintenance leadership staff																		
Develop bus driver training pack																		
Train bus drivers																		
Workstream 7 Marketing & Comms																		
Marcomms strategy devt (by CPCA + Op)																		
Preparation of Marcomms material																		
Marcomms strategy delivery																		
Workstream 8 Monitoring & evaluation (M&E) set up																		
Co-design of M&E data capture mechanisms																		
Establish M&E data transport, storage, analysis capability																		
Develop M&E reports																		
OPERATIONAL DELIVERY																		
3 month trial testing compatability of vehicles & infra/s																		
Verification report @ trial end: assets fit for purpose																		
Data collection and submission to M&E																		
Monthly project update call																		
Quarterly & annual project reporting																		
M&E major reports in yrs 3, 6 and 9.																		
	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	

Milestones

14 February 2022	Place provisional order for 30 ZEBRA dds
30 March 2022	Sign off agreement to procure, own & operate 30 ZEBRA dds
29 April 2022	Confirm order for 30 ZEBRA dds
10 October 2022	Complete installation of power connection at Cowley Road
31 October 2022	Completion of depot works at Cowley Road
30 December 2022	Commence operation of ZEBRA buses on all Park & Ride routes
09 January 2023	Commence operation of ZEBRA buses on Citi2 service.
30 January 2023	Project Review Meeting



Department for Transport

Response to information request from DfT to Cambridgeshire & Peterborough Combined Authority

Sent by [REDACTED], 11 July 2022

Question	Answer
How many buses did you bid for in your business case? Have there been any changes to this? If so, why?	<i>We have bid for, and ordered, thirty double-decker buses.</i>
Has procurement started?	<i>Yes, all the buses are in build.</i>
If not, why? And when will it start?	<i>Not applicable</i>
When do you expect to make orders?	<i>Not applicable</i>
When will buses be delivered and be operational?	<i>We are seeking the first buses to be delivered in November, with the rest arriving in December, and full squadron service in Dec 2022/Jan 2023. The chassis are being built in Sweden by Volvo, shipped to Egypt for bodying by MCV, then shipped to the UK. Clearly the biggest risk in our whole project is shipping delays. If there are delays we will roll out some or all of the twenty two for our flagship Park & Ride routes and hold back the eight for the Citi 2 route until all thirty are delivered. There are two key reasons for buying Volvo – their battery range is the longest of any make of bus; and their buses can be cascaded onto our 16 miles of guided busways at a later date. This is because Volvo buses are the only ones with suitable front suspension mounts for guidewheels – thus future proofing these 30 buses for extensions of our busways. We believe ZEBRA is a project seeking to find and cure all the problems of electric bus acquisition and operation and therefore we wish to futureproof all aspects.</i>
Please detail key dates for infrastructure installation.	<i>We have separated the infrastructure delivery into two projects – Depot Charging and Opportunity Charging. We expect the depot charging facility to be ready for service by end of October 2022. All civils are booked, power supply is arranged, chargers ordered and</i>

	<p><i>Stagecoach have seconded a senior project manager.</i></p> <p><i>We do not expect an immediate need for opportunity charging with brand new batteries, so opportunity charging is for delivery by June 2023 – the delay is in order to fit with the delivery of a new solar farm at the Babraham Park & Rider site providing opportunity power. This is not a dependency for the main project.</i></p>
<p>Please detail any opportunities for acceleration.</p>	<p><i>We have identified driver training as an issue and have arranged to borrow a Volvo prototype bus for driver familiarisation. To speed up delivery the buses are ordered in all over white to which we will apply green & blue graphic vinyls. Project plan continues to be delivered on time.</i></p>
<p>What are your key risks to delivery of your scheme as detailed in your business case?</p>	<p><i>Our key risks are:</i></p> <ul style="list-style-type: none"> <i>(1) inability to get all legal contracts signed – 97% is now signed off as complete;</i> <i>(2) insufficient range to perform the specified work, addressed by buying buses with biggest battery range of any model;</i> <i>(3) delays to delivery by shippers – incalculable.</i>