**THIS IS NOT AN INVITATION TO TENDER**

**Cambridgeshire County Council: Greater Cambridge Partnership**

Please note all information provided is indicative and for information purposes only.

**1. Introduction**

Greater Cambridge Partnership (GCP) are exploring opportunities to partner with an experienced public transport operator to facilitate the early adoption of Low Emission Buses (LEB) running on one or more routes within Cambridge. The early adoption LEB bus initiative will be a demonstrator that will focus on LEB operating on services within Cambridge City and South Cambridgeshire and which pass through the city centre, with the aim of lowering emissions and the dependence on fossil fuels.

Buses may be of mixed technology ranging from full battery operated vehicles with depot charging, to the latest stop/start hybrid buses that are capable of automatically switching to electric mode and Geofencing within a designated air quality area within the city.

The project will support the clean air agenda being developed by GCP partners and will be an exemplar of the use of low emission technology for public transport.

The project is aimed at working with a partner operator and / or manufacturer to initially support the initial transition towards the aspiration of a 100% LEB fleet in Cambridge by 2031. It will provide data and other information that will help to understand the economic opportunities and issues faced by this challenge.

The use of LEB and data obtained from their use will support the transition from diesel vehicles to LEB in order to reduce harmful emissions within the city with the eventual aim of 100% zero tailpipe emissions by 2031.

**2. Greater Cambridge Partnership**

The Greater Cambridge Partnership region has experienced substantial economic growth over recent decades as a result of its continued expansion in the research and technology sector, enabling it to become a renowned global competitor. However, this success has put increasing strain on local transport the road network and housing, impacting on congestion and air quality. The GCP Deal aims to tackle these issues, enabling the Greater Cambridge area to continue to thrive into the future.

Established as The City Deal in 2014, the Greater Cambridge Partnership consists of a partnership between Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge University and Greater Cambridge Greater Peterborough Local Enterprise Partnership.

In 2014 the City Deal partnership agreed £500 million Government funding to help address these issues and secure sustainable economic growth and quality of life for residents of Cambridge and South Cambridgeshire.

Under the terms of the GCP Deal the investment is phased in 3 tranches spread over a 15 year period. The initial £100 million investment is available over the five years to 2020, to progress the first tranche of GCP projects.

A further £200 million will be available from April 2020 and a final £200 million from 2025, if the GCP can demonstrate success in driving economic growth from each tranche of the GCP programme. The GCP also aims to generate a further £500 million through other funding streams, bringing in a total investment of £1 billion.

The funding will be concentrated on the three areas of:

* Transport
* Housing
* Skills

**3. Vision**

The GCP Transport Vision is, “Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity.” The aim for City Access is “that it should be easy to get into, out of, and around Cambridge by public transport, cycle and on foot.” In delivering this vision we aim to create a sustainable transport network for Greater Cambridge that keeps people, business and ideas connected, as the area continues to grow. To achieve this we will:

• ensure that our transport strategy supports economic growth

• bring about a step change in the quality and reliability of public transport

• encourage continued growth in the numbers of people walking and cycling

• reallocate road capacity to public transport, cycling and walking

• improve air quality, the public realm and the historic and natural environment

The GCP seeks to support the improvement of public transport provision and reduce car traffic in Cambridge. In the long term this approach is likely to significantly increase demand for public transport services. In addition, there is a need to improve air quality, and a logical progression is to implement new and emerging electric bus technologies to support the changes needed, with the aim of making a positive impact on the health of those living and working in Cambridge.

**4. Congestion and air quality**

The unprecedented growth in Cambridge and its surrounds has undoubtedly impacted on congestion in the region. Estimates suggests if action is not taken, journey times could more than double.

The GCP aims to solve this issue through encouraging the use of more sustainable modes of transport, such as cycling, walking and public transport. This may be achieved through relocating existing road space to these transport options, increasing park and ride capacity, creating new cycle ways and footpaths, and improving bus links between key locations, so it is easier to travel in, out and around Cambridge.

The GCP aims to provide greater priority for public transport within the city by reducing private traffic and creating priority bus areas to ensure public transport is the preferred option for motorised transit through the city.

The government’s aspirations for low emission vehicles are for all vehicles to switch to electric or low emission technology by 2025-2040. Air quality in Cambridge is poor and with a potential increase from 60% to 100% in the number of buses required to support projected growth in the city could get worse. A new approach to the technology and operation of public transport alongside carefully designed transport management opportunities will be needed to ensure future compliance with air quality objectives.

Congestion in the city is steadily growing, congestion and air quality are both serious problems that must be dealt with. To achieve this, we aspire to reduce traffic (based on 2011 levels) by up to 15% by 2031 and lock in this reduction. In real terms this means that we currently need to reduce current traffic levels by around a quarter. This will take time; to do this we must have a world class public transport system that people want to use and sufficient capacity for drivers to change their mode from car to public transport, foot or cycle.

Cambridge is a compact city that is limited in its centre by its historic architecture, where air quality is deteriorating and a recent apportionment survey suggests that in areas of the city centre over 40% of emissions are caused by public transport. This project aims to address this by supporting early use of LEB within the city and assessing its impact and outcomes.

**5. Working within Cambridge**

Cambridge is a city of high importance and many of the UK’s technology companies have made Cambridge their base. Cambridge University needs no introduction, seen as one the premier universities in the world.

Cambridge has a very visible reputation for growth and working in the City can enhance corporate reputation, support learning and experience and provide strong social value.

We would be interested in hearing from suitably experienced operators and organisations with proposals on how you would be able to work with the GCP, providing investment benefit for both parties in the early provision of LEB vehicles that operate within the city centre.

GCP do not operate public transport services so any joint investment proposals should demonstrate how any potential investment by GCP will be combined with your investment in public transport within the city centre area to the benefit the local economy and environment, with a view of how early adoption could lead to a full transition to zero tailpipe buses within the city by 2031.

Please note, this is soft market testing for information only and future consideration would need to be subject to being investigated further.

Taking into account the information provided in this document, we would appreciate interested parties responding to a number of set questions. Please contact Jon Collyns via Jon.collyns@cambridgeshire.gov.uk, who can supply the set of questions.

Interested parties who wish to respond to the set of questions should do so via email no later than 12 noon on Friday 4th January 2019, to the email address above. Any questions on the documentation should also be sent via email to the same address.