

# Decision Pathway Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 05 March 2018

<b>TITLE</b>	<b>APR15 Clean Bus Technology Fund 2017-2019 Extension</b>		
<b>Ward(s)</b>	Citywide		
<b>Author:</b> Jacob Pryor	<b>Job title:</b> Principal Transport Planner		
<b>Cabinet lead:</b> Cllr Kye Dudd	<b>Executive Director lead:</b> Colin Molton		
<b>Proposal origin:</b> BCC Staff			
<b>Decision maker:</b> Mayor			
<b>Decision forum:</b> Cabinet			
<b>Purpose of Report:</b>			
<ol style="list-style-type: none"> <li>On the 08/02/19 the government's Joint Air Quality Unit announced an opportunity to extend the funding available under the Clean Bus Technology Fund (CBTF) Programme. The deadline to apply for this fund was the 18/02/19.</li> <li>Bristol and B&amp;NES councils submitted a bid for £2,488,330 ahead of the deadline</li> <li>The objective of the CBTF is to retrofit bus services across the country with NOx abatement technology that will help drastically reduce tailpipe emissions and bring buses to the latest environmental standards – referred to as 'Euro VI'</li> <li>Bristol and its Local Authority partners are already retrofitting 81 of the most polluting buses to Euro VI under the current round of CBTF funding.</li> <li>If successful in securing funding the extension to the existing programme will provide an opportunity to retrofit another 166 buses.</li> </ol>			
<b>Evidence Base:</b>			
<ol style="list-style-type: none"> <li>Bristol faces well documented challenges of congestion and air quality. Air pollution is a public health problem in the city. Clean air is an issue of significance importance so we are committed to improving the health and wellbeing for the citizens of the city.</li> <li>Given the large contribution road traffic makes to Bristol's NO2 levels, this is a key focus as we develop our clean air plan. Harmful air quality, combined with the congestion on our roads means we must to take a transformative approach to transport, ensuring our network is connecting people to people, people to jobs, and people to opportunities. Our aims include doubling bus patronage with a commitment from operators including First Group to achieve an entirely clean bus fleet.</li> <li>Buses and coaches contribute to approximately 23% of all NOx in the city. The proposal would see 166 buses retrofitted with Selective Catalytic Reduction Technology (SCRT) which would reduce NOx by approximately 60,226 kg/year – equivalent to a 92% reduction across the considered bus fleet. This project is therefore well aligned to our aims to introduce a clean fleet and continuing the work we are doing with bus operators.</li> <li>The effectiveness of SCRT has been proven through previous projects that the council have delivered using the technology and have been verified by the 'CVTF &amp; CBTF Programmes Evaluation Report' (August 2017).</li> </ol>			
<b>Cabinet Member / Officer Recommendations:</b>			
That Cabinet:			
<ol style="list-style-type: none"> <li>Approve the submission of a funding bid to the Clean Bus Technology Fund 2017-2019 Extension Fund for up to £2,488,330.00</li> <li>Authorise to the Director of Economy, in consultation with the Cabinet Member for Transport, s151 officer and Head of Legal Services to agree the grant terms to deliver the proposal in the financial</li> </ol>			

year 2019/20

**Corporate Strategy alignment:**

1. The proposal is most aligned with the Theme of Wellbeing in the Corporate Strategy including “Embedding health in all our policies” and “improving our environment to ensure people enjoy cleaner air.” The proposal specifically relates to the action: “A reduction in levels of Nitrogen Dioxide detected in the Air Quality Management Area”

**City Benefits:**

2. By reducing levels of harmful pollutants the proposal will improve the health of all residents and in particular benefit those that are most vulnerable to poor air quality including the elderly, children and pregnant women.

**Consultation Details:**

3. Due to very restrictive timescales for bidding there was not sufficient time to discuss the proposals with stakeholders. The item will be considered at Cabinet.

<b>Revenue Cost</b>	<b>£</b>	<b>Source of Revenue Funding</b>	
<b>Capital Cost</b>	<b>£ 2,488,330</b>	<b>Source of Capital Funding</b>	Government grant
<b>One off cost</b> <input checked="" type="checkbox"/>	<b>Ongoing cost</b> <input type="checkbox"/>	<b>Saving Proposal</b> <input type="checkbox"/>	<b>Income generation proposal</b> <input type="checkbox"/>

**Required information to be completed by Financial/Legal/ICT/ HR partners:**

**1. Finance Advice:** This report seeks retrospective approval of the capital grant funding bid as submitted on 18/2/19 to the Joint Air Quality Unit. This bid applies for up to £2.488m grant to be passed on to bus operators for the retrofit up to 166 commercial buses with Selective Catalytic Reduction Technology (SCRT). This would be a joint bid led by Bristol with B&NES and would provide a major boost to bringing local NO2 concentrations within statutory limits in the shortest time possible by ensuring that the sub-region’s largest operators are running an almost entirely Euro VI fleet by 2020.

The grant would cover installation costs and costs associated with monitoring equipment. It would not cover ongoing costs (i.e. maintenance costs). Whilst this grant does not specify match funding as a requirement it is expected that utilization of this accredited technology will increase the ongoing costs (i.e. maintenance costs) of the buses and thereby incurred by the bus operators. This has been presented to JAQU and could be considered as if match funding. Within the bid, it has been estimated that the Transport Programme Team will incur c.£12k of staff costs to manage the grant. The project has since been advised that there may be some additional low level costs i.e. for the internal audit of the grant.

A separate new inter-Authority agreement must be set up for this grant and contracts must be established with the bus operators to manage financial risks such as those relating to clawback.

Should the bid be successful, this report also requests that funding is accepted (subject to completion of a satisfactory grant claim). This would be anticipated to occur before the close of the current financial year. The proposal would then be delivered in 19/20.

**Finance Business Partner:** Jemma Prince, Finance Business Partner – 20.2.10

**2. Legal Advice:** The funding will be made available by way of grants to all bus operators in the City. Accordingly these grants will not confer a selective advantage on any particular organisation nor favour a specific undertaking and will not, therefore, constitute state aid.

A grant agreement was drafted for use on receipt of funds from the previous bid and remains suitable for use in the event that this bid is also successful.

**Legal Team Leader:** Eric Andrews, Legal Services – 20.2.19

**3. Implications on IT:** There are no IT implications arising from this report

<b>IT Team Leader:</b> Ian Gale, Service Manager IT – 20.2.19		
<b>4. HR Advice:</b> There are no HR implications as the project will be managed within existing resources		
<b>HR Partner:</b> Mark Williams, Head of HR – 22.02.19		
<b>EDM Sign-off</b>	Colin Molton	15/02/19
<b>Cabinet Member sign-off</b>	Cllr Kye Dudd	18/02/19
<b>CLB Sign-off</b>	Mike Jackson	18/02/19
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's Office	15/02/2019

<b>Appendix A – Further essential background / detail on the proposal</b>	<b>NO</b>
<b>Appendix B – Details of consultation carried out - internal and external</b>	<b>NO</b>
<b>Appendix C – Summary of any engagement with scrutiny</b>	<b>NO</b>
<b>Appendix D – Risk assessment</b>	<b>NO</b>
<b>Appendix E – Equalities screening / impact assessment of proposal</b>	<b>YES</b>
<b>Appendix F – Eco-impact screening/ impact assessment of proposal</b>	<b>YES</b>
<b>Appendix G – Financial Advice</b>	<b>NO</b>
<b>Appendix H – Legal Advice</b>	<b>NO</b>
<b>Appendix I – Exempt Information</b>	<b>NO</b>
<b>Appendix J – HR advice</b>	<b>NO</b>
<b>Appendix K – ICT</b>	<b>NO</b>