



## Low Emission Bus Scheme Application Form

Guidance on the application process is available on the DfT website<sup>1</sup>.

### Applicant Information

Are you a (Tick which of the following applies):

Local Authority ✓

Bus Operator

**Local authority or bus operator name(s):**

Nottinghamshire County Council

*If it is a joint bid, please enter the names of all bidders and specify who the lead will be. Only one proforma is expected to be completed for a joint bid, however your proforma should make clear who the individual partners are.*

**(For joint bids only) Who is the lead bidder?**

N/A

<sup>1</sup> <https://www.gov.uk/government/publications/low-emission-bus-scheme>

**Bid Manager name and position:**

Pete Mathieson  
Team Manager, Transport & Travel Services  
Nottinghamshire County Council

*Name and position of the official with day to day responsibility for delivering the proposed bid*

**Contact telephone number:** 0115 977 4760

**Email address:** pete.mathieson@nottsc.gov.uk

**Postal address:**

TBH – Transport & Travel Services  
Nottinghamshire County Council  
County Hall  
Loughborough Road  
West Bridgford  
Nottinghamshire  
NG2 7QP

**Website address for published bid (if applicable):**

**[www.nottinghamshire.gov.uk/transportfundingbids](http://www.nottinghamshire.gov.uk/transportfundingbids)**

*When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the bid as non-compliant if this is not adhered to. We welcome any bus operator that wishes to do so too.*

## **SECTION A - Bid description and funding profile**

### **A1. Headline description:**

*Please enter a brief description of the bid in no more than 300 words. You will be able to elaborate on this in the sections below.*

**Nottinghamshire County Council's vision is that by 2025 our local supported bus fleet will be comprised of low emission vehicles.**

**This bid seeks to support Nottinghamshire County Council's (NCC) aspirations by initially providing two electric buses and associated infrastructure. This will enable the introduction of low emission vehicles within the NCC area, and supports Nottingham City Council's already successful deployment of a low emission bus fleet. It also provides the opportunity for cross-boundary route provision to be operated with sustainable electric buses from both fleets.**

**This bid has been formulated in consultation with Nottingham City Council, and this proposal links in with a separate City council bid for electric bus infrastructure.**

**This bid will encourage increased patronage on public transport to address air quality issues across the Greater Nottingham Travel to Work Area (TTWA) including the Air Quality Management Areas (AQMA) in the City of Nottingham and Nottinghamshire. This investment will also support Nottingham City Council's bid to create a low emission public transport zone in the city centre.**

**Infrastructure will be built to charge the new zero emission buses and will be made available to other electric bus operators outside of the operational needs of the County Council, including Nottingham City Council.**

**This bid supports OLEV's aims and would enable the Council to assess the benefits in a rural and urban environment. The current technologies are now suited to a scheme operating in a mixed urban and rural environment thanks to the increased vehicle range and optimised charging schedules provided by manufacturers.**

**It will also help to address inequality in deprived areas of the route where recent research has found that, in England, the most deprived 20% of neighbourhoods had higher air pollution levels than the least deprived neighbourhoods, and that the worst air pollution levels were seen in ethnically diverse neighbourhoods.**

## **A2. Geographical area:**

*Please provide details of the area covered by the bid*

**The bus route chosen for this bid operates within the Greater Nottingham TTWA and the route includes areas of congestion and urban driving conditions which contribute to poor air quality.**

**The route serves suburban areas in Greater Nottingham which will provide an excellent environment for electric vehicle technology. It will verify the buses' ability to perform on a more demanding route in a mixed urban and semi-rural environment which includes a number of gradients and frequent stopping points over an extended daily range.**

**The selected route serves Beeston, Chilwell, Attenborough, Toton, Stapleford and Bramcote in the South West of the county, close to it's border with Derbyshire. The route also provides links to other public transport options including commercial bus services and the recently opened tram service into Nottingham city centre.**

**If the bid is successful a total of 52,826 passenger trips per annum will benefit from cleaner bus technology based on existing patronage figures. NCC firmly believe that with targeted marketing for this service following a successful bid we will be able to increase patronage by at least 10%.**

**The route serves the Beeston Bus & Tram Interchange where there are strict vehicle emission standards, a requirement of the Beeston Town Centre Statutory Quality Bus Partnership (SQBP) Scheme under the provisions of the Transport Act 2000/2008. Our vision is that by 2025 more than 50% of all departures from the Interchange will be on low emission vehicles, increasing to 100% of departures by 2040 or sooner.**

**This area will also be addressed as part of Nottingham City Transport's (NCT) Gas Bus application to this scheme, which hopes to convert several key bus routes to low emission gas buses. The NCT 36 service operates frequently from Nottingham city centre to Beeston and Chilwell and would become a low emission route should their bid be successful.**

**Broxtowe Borough Council (BBC) measured the quality of the living environment, both within and outside the home in their already published Profile of Broxtowe Report 2010 which can be found as Appendix 1 of this bid. Their measurement falls into two sub-domains. The 'indoors living environment' measures social and private housing in poor condition and houses without central heating. The 'outdoors living environment' contains two measures relating to air quality and road traffic accidents.**

**The wards in which the 10% most deprived LSOAs in the district are located are:**

**Stapleford South West  
Beeston West**

**Beeston Central  
Beeston Rylands**

**All of the above identified LSOAs are either on the route itself or are in neighbouring areas.**

**A route map is provided as Appendix 2 of this bid.**

**A3. Total DfT funding sought (£m):**

2016/17	£ 0.150
2017/18	£ 0.3019
2018/19	£ 0.075

*Although there is no cap on bids, where they exceed £5m, bidders should demonstrate how their plans (and the amount sought) can be scaled down. In this case, bidders should provide the information for the second, scaled-down, bid in section D.*

**A4. Total DfT funding sought for second, scaled down, bid, if applicable (£m):**

2016/17  
2017/18  
2018/19

**A5. Total cost of your proposal (This should include DfT funding as specified in A3 + any 3rd party contributions) (£m):**

2016/17	£ 0.2
2017/18	£ 0.65
2018/19	£ 0.1

**A6. Total cost of your proposal for second, scaled down, bid, if applicable (This should include DfT funding as specified in section A4 + any 3rd party contributions) (£m):**

2016/17  
2017/18  
2018/19

**A7. Joint bids:**

*If this is a joint bid, please give further details of how you will work together and your reason for submitting a joint bid.*

**This bid has been formulated in collaboration with Nottingham City Council's separate infrastructure bid to enhance their electric bus provision in the city area. Their services are cross-boundary and this scheme will extend the current electric bus network into the Greater Nottingham TTWA area with a view to facilitate future expansion of Low Emission vehicles.**

**If the City's electric bus bid and County Council bids are both successful, the two authorities will work jointly to implement the best use of funds to ensure efficient network provision and the best value for money is achieved.**

**Although this bid supports Nottingham City Council's infrastructure bid, alternative facilities will be sought if this option cannot be pursued.**

## **SECTION B – Evidence against the assessment criteria**

### **B1. Ambition**

*Use the space below to set out (using a maximum of 1,000 words) how you meet the “Ambition” criteria, as set out in paragraph 3.2 of the bidding guidance. It is highly recommended that you refer to this guidance when providing evidence against the assessment criteria, as this will be crucial to the success of your bid. Ambition has a weighting of 30%. Amongst other things, you may wish to consider:*

*1. The proportion of your bus fleet that will be low carbon;*

**Our vision is that all of our local supported bus routes in the TTWA will be operated by low emission buses by 2025, with an ambition to expand into more rural locations in the County through other low emission technologies in the future to help meet OLEV's aims. This funding will be used to verify the technology locally so that our future procurement strategy will include low emission powered options to provide a fully sustainable fleet solution.**

*2. How innovative is your bid?*

**Our bid is future-centric, it helps to break down barriers through shared service resources with routes designed to facilitate optimum charging arrangements on the supported and commercial network.**

**This bid also shows innovation through its semi-rural and urban operation which we think is the first of its kind, thus verifying that the technology operates in these conditions.**

**The Council have researched a number of solutions. This bid adopts the best zero emission solution which we consider to be better than investing in an interim technology which could then become obsolete.**

**The collaborative bid with Nottingham City Council will encourage joint working to facilitate innovative interchanging of vehicles to maintain a 100% electric route whilst vehicles are charging or undergoing maintenance.**

*3. Your vision for the longer term and how this may fit in with wider strategies*

**Section A1 of this bid explains that NCC's vision is that all local supported bus routes in the TTWA will be operated by low emission buses by 2025, including a target of 50% of all departures from Beeston Bus and Tram Interchange, where this will increase to 100% of all departures by 2040 or sooner.**

**The NCC [Local Transport Plan 2011 Chapter 7](#) includes a commitment to working in partnership with transport operators to encourage the take up of cleaner vehicles**

This bid also supports NCC's [Integrated Passenger Transport Strategy 2015](#) vision and objectives 6 and 7:

**6. Reduce transport's impact on the environment (air quality, buildings, landscape, noise etc.)**

**7. Adapt to climate change and the development of a low-carbon transport system**

Significant progress has been made to realise the ambition to improve the attractiveness and liveability of the Nottingham city centre and suburban area through the deployment of electric buses on supported services, along with the creation of the UK's first 100% electric Park and Ride service and the expansion of the tram network.

Nottingham City Council and Nottingham City Transport are working collaboratively to submit a bid to this scheme for gas buses and associated infrastructure which will operate in the same area as our chosen route. Nottingham City Council are also submitting a bid for further electric bus charging infrastructure to support the efficient running of their supported network. If successful these three projects will work in parallel to significantly increase the number of low emission buses operated in the Greater Nottingham TTWA.

The route chosen for this bid is operated by NCC to fill a gap in the commercially operated market in Beeston. The charging infrastructure will be located to integrate with other commercially operated routes and available to all operators which will encourage them to purchase further low emission vehicles serving the area in the future.

This bid will enable NCC, for other supported bus services, to be compliant with the City ambition for low emission zones. This includes an aim to introduce the Victoria Low Emission Zone in the City centre by 2018, which will cover all bus stops in the Milton Street / Parliament Street area. In parallel to this, many other areas of the city including the area surrounding Nottingham Train Station are likely to become low emission zones where an innovative shared space design which will mean greater mixing of vehicles and pedestrians. Therefore the future procurement of low emission buses is viewed as a better fit for the future planned city centre. The reductions in air pollution and noise that will be realised through this scheme will improve the pedestrian city centre experience as part of Nottingham's city centre urban planning policy.

Nottinghamshire County Council recognise and actively support the aims of the [Carbon Reduction Commitment Energy Efficiency Scheme](#).



## **B2. Deliverability**

*Use the space below to set out (using a maximum of 1,000 words) how you meet the “Deliverability” criteria, as set out in paragraphs 3.3 to 3.6 of the bidding guidance. Deliverability has a weighting of 10%. Amongst other things, you may wish to consider:*

*1. Do you have a delivery strategy?*

**The infrastructure will be provided in consultation with Nottingham City Council who have successfully implemented electric vehicle charging networks. They have the expertise to ensure that we can learn from their experiences in designing the delivery strategy and delivering all elements of this project to avoid any unnecessary delays, meet project milestones, and achieve greater value for money.**

**The project timetable will include all procurement for the scheme which will be carried out through a competitive tender process within OJEU conditions where applicable. The tender will be evaluated on price and quality which will take into account vehicle range/capabilities and deliverability to meet project milestones. This will ensure that the buses and infrastructure procured will be fit for purpose and will be operational within the funding timescales set out in this application.**

*2. Is there any match funding? Bidders can provide more detail in section C below*

**Yes. NCC funds will provide the match funding for the purchase of the buses and build out of the electric charging infrastructure. The match funding amounts are set out under Section C ‘Funding’.**

*3. Can you show a reducing reliance on government subsidy?*

**One of the aims of this scheme is that the investment created from it allows manufacturers of low emission buses to bring the purchase costs down in the future. This along with verifying the benefits of this bus service locally will allow us to make a compelling case for low emission vehicles to be purchased by our authority and bus operators in future. It is expected that lower ongoing costs related to these vehicles will make running and maintenance overheads more commercially viable in the longer term even taking into account a reduction in the LCEB incentive that is currently available.**

**As battery technology improves, it makes the higher initial cost more affordable as the range of the vehicles increases. By 2025 the current upfront costs required to purchase these vehicles is anticipated to be significantly lower.**

**The investment in the electric charging infrastructure will help to validate the commercial viability of electric buses and vehicles operating within the Greater Nottingham TTWA and beyond. By addressing concerns of ‘range anxiety’ associated with the lack of electric vehicle charging infrastructure**

**locally, regionally and nationally, this investment will contribute to the government's ability to reduce the levels of subsidy currently in place to encourage the take-up of electric vehicles. Investment in charging infrastructure will also support growth in the commercial market for electric vehicles, with the resulting demand, sales volumes and economies of scale enabling vehicle manufacturers to produce the electric vehicles at a lower unit cost.**

*4. Do you have a proven track record of acquiring low emission buses?*

**NCC has well established procurement expertise in the procurement of vehicles and will be able to call upon these resources including City Council resources to complete the procurement.**

**Although NCC has not purchased low emission vehicles in the past we are committed to change our current procurement strategy in favour of doing so in the future. We will work closely with our colleagues at Nottingham City Council who have an excellent track record of acquiring low emission buses and infrastructure.**

**Any funding awarded and new vehicle and infrastructure purchased will be conducted with appropriate consultation and with reference to issues including ownership for provision of infrastructure.**

**This project will be managed by NCC using the Prince2 methodology setting out timescales and milestones and including a risk register (Appendix 3). Procurement colleagues have been appraised of the bid and the Council is able to readily deploy statutory EU procurement processes as part of the Council's procurement strategy. This will ensure bids are fully compliant with relevant regulations to meet the project milestones as set out in the high level project plan (Appendix 4).**

**It is not envisaged that further consultation will be required beyond that already carried out to formulate this bid (Broxtowe Borough Council, Nottingham City Council and local bus operators). Initial enquiries indicate that there are not any land ownership issues with the installation of infrastructure at our preferred sites.**

### **B3. Air Quality**

*Use the space below to set out (using a maximum of 1,000 words) how you meet the “Air Quality” criteria, as set out in paragraph 3.7 of the bidding guidance. Air Quality has a weighting of 25%. Amongst other things, you may wish to consider:*

*1. What is the air quality problem as identified by this bid?*

**In Nottinghamshire the main threat to health from poor air quality arises from anthropogenic particulate air pollution, NO<sub>2</sub> (generated from NO<sub>X</sub>) and other gases. In urban areas, road transport is responsible for up to 70% of the harm associated with air pollution.**

**For the population of Nottingham in 2010, the scale of impact on life expectancy due to air pollution was calculated as being equivalent to a loss of 4270 life – years. When the impact of air pollution was quantified in Nottingham City and Nottinghamshire as if it were the sole cause of death, the impact on death rates was equivalent to 150 deaths in Nottingham City and 430 deaths in Nottinghamshire County in 2010. (Source: Nottingham City Health and Wellbeing Board Report – Air Quality and Health: delivering longer, healthier lives in Nottingham City, October 2014).**

**These results are a good indication of the health impact of air pollution on local citizens. But in reality, air pollution is likely to be a contributory factor to the deaths of a larger number of individuals exposed to the pollution over the long term, rather than a sole cause.**

**Air pollution disproportionately affects the health of the vulnerable and most deprived in society, through occupying housing closest to main transport routes.**

**The costs arising from the acute hospital care required to treat individuals suffering from respiratory problems and lung and heart disease triggered by air pollution are difficult to quantify, but year on year savings are likely to be realised in line with improvements in air quality that will be realised through investment in cleaner buses.**

**In Nottinghamshire there are currently six transport related NO<sub>2</sub> AQMAs all of which are located in the Greater Nottingham TTWA. Four of the locations are on the Highways England managed motorway and trunk road network at:**

- M1/A6007 closest houses to east of M1 in Iona Drive and Tiree Close, Trowell**
- M1/B600 houses on the Nottingham Road and Back Lane, Nuthall closest to the M1**
- A52 – houses adjacent to the A52 (trunk road) from Nottingham Knight roundabout northwest to the borough/city boundary**
- A52 – Holme House, Stragglethorpe.**

The other two locations are on the County Council managed road network are at:

- A60 – on Trent Bridge at its junction with Radcliffe Road (in AQMA declared in 2005) which is adjacent to Nottingham City Council AQMA which runs along London Road
- A60 – Mansfield Road, Daybrook between Sherbrook Road and Parkyn Road (in AQMA declared in 2011).

The air quality management areas (AQMA) in all of these areas relate to nitrogen dioxide (NO<sub>2</sub>) and the target is to have an annual NO<sub>2</sub> mean concentration of no more than 40µg/m<sup>3</sup>.

This bid, if successful will assist in achieving these targets by encouraging increased patronage on the bus network.

*2. To what extent does your proposal address the local air quality problem?*

Although the routes specified by this bid do not directly pass through the AQMA areas identified above, they will help remove some traffic from congested roads with poor air quality. In addition evaluating the benefits of the technology, this bid will help us to address these problems in future. This will be achieved by modifying the procurement strategy of both NCC and other local commercial bus operators especially for vehicles which are to be used on routes which pass through or close to the AQMA identified, with supporting infrastructure made available.

The service selected operates daily on roads which are considered to be congested and have poor air quality. This route will also encourage use of other modes of public transport as it serves several tram stops, a park & ride terminus and train stations which feed into Nottingham city centre and other longer distance locations.

NCC and Nottingham City Council are exploring low emission zones in congested areas using a Statutory Quality Bus Partnership (SQBP) framework. NCC plan to build on the existing SQBP in Beeston town centre by introducing a low emission zone at the Bus and Tram Interchange by 2040 or sooner, which this proposal will encourage.

*3. Are you able to estimate the improvements in air quality as a result of the grants made available through this fund?*

NCC estimate that the annual air quality improvements which could be achieved by this fund would be as follows:

**Estimated WTW GHG Emissions Saved (Kg/per annum) between 91405 and 99076**

**Estimated NO<sub>x</sub> Emissions Saved (Kg/per annum) 840**

**Estimated PM<sub>10</sub> Emissions Saved (Kg/per annum) 10.4**

The estimated improvements to air quality are detailed in Appendix 5 of this bid which was derived from the value for money assessment guidance provided for this scheme. The NOx and PM10 figures above are based on cascading vehicles into the NCC fleet and disposing of the highest emitting buses. The counterfactual figures are also available in Appendix 5.

A letter of support from Broxtowe Borough Council's Environment Department for this proposal can be found at Appendix 6.

#### **B4. Value for Money**

*Use the space below to set out (using a maximum of 1,000 words) how you meet the "Value for Money" criteria, as set out in paragraph 3.8 of the bidding guidance. Bidders should make clear where they are referring to buses and where they are referring to infrastructure. Value for money has a weighting of 35%. Amongst other things, you may wish to consider:*

*1. How competitive is your bid?*

**Our bid is competitive and is based on indicative figures supplied by bus and infrastructure suppliers prior to the procurement and tender processes that will need to take place should the bid be successful.**

**The purchase profile will be as follows:**

- **Year 1 – Charging infrastructure for the specified route.**
- **Year 2 – Bus delivery based on estimated delivery timescales following award of tender.**
- **Year 3 – further infrastructure will be provided in locations which encourage the wider adoption of low emission vehicles by the County and City Councils and other local operators.**

**The investment in the electric charging infrastructure will increase the commercial viability of electric buses and vehicles operating within Greater Nottingham TTWA and beyond. The combination of fast charge and trickle charge facilities in close proximity to this route will ensure the council and its partners are able to realise the optimum operational use of the vehicles whilst tackling local air quality issues. It will address concerns of 'range anxiety' associated with the lack of charging infrastructure locally, regionally and nationally.**

**This investment will contribute to the government's ability to reduce the levels of subsidy currently in place to encourage the uptake of electric vehicles. Investment in charging infrastructure will also support growth in the commercial market for electric vehicles, with the resulting demand, sales volumes and economies of scale to encourage manufacturers to produce the vehicles and associated infrastructure at a lower cost.**

**The Council will use renewable energy sources wherever practicable through working with our appointed energy suppliers to achieve a sustainable value for money service.**

*2. Have you provided evidence to support any infrastructure ask?*

**Yes. Please see Section C for details of the infrastructure requirements and how it will support continued investment for electric buses in the Greater Nottingham TTWA and beyond.**

**NCC considered inductive charging infrastructure on this route, however the increased costs would offer limited value for money in comparison to plug-in charging.**

**The infrastructure required for this proposal will be dependant on the tender process for the provision of the buses as different chargers and power supply requirements are needed for the different buses that are available.**

*3. What are the estimated annual carbon savings of your proposal?*

**Estimated Well to Wheel (WTW) total carbon savings per annum would be between 95748 and 99076 Kg/per annum dependant on the type of bus procured.**

*4. Have you explained the assumptions underlying any quantitative analysis provided?*

**The estimated total carbon savings are detailed in the Appendix 5 which was derived from the value for money assessment guidance provided for this scheme.**

*5. A description of the buses you are replacing*

**NCC will cascade vehicles within their bus fleet to ensure that the oldest and highest emitting vehicles will be disposed of. The vehicles that will be disposed of are two VW coach built minibuses which are Euro III emission standard and were registered in 2006.**

**The estimated improvements to air quality are detailed in Appendix 5 of this bid which was derived from the value for money assessment guidance provided for this scheme. The NOx and PM10 figures above are based on cascading vehicles into the NCC fleet and disposing of the highest emitting buses.**

**The counterfactual figures are also available in Appendix 5. These figures are based on NCC purchasing Euro VI diesel equivalent vehicles in comparison to the electric buses which would be procured if this bid is successful.**

6. *How renewable will the source of fuel be?*

**The Council will use renewable energy sources wherever practicable through working with our appointed suppliers to achieve a sustainable value for money service. The Council's suppliers offer green energy tariffs which would be used wherever practicable. A letter of confirmation from NCC's Waste & Energy team is included in Appendix 7.**

**B5. The bid – supplementary information**

*Please use the space below to provide any further information about the bid not covered elsewhere (max 300 words):*

**The grants requested have been calculated using information provided by electric bus manufacturers. All figures remain estimated until the relevant procurement processes take place upon confirmation of this bid being successful. This is due to the commercially sensitive nature of the information required.**

## **SECTION C – Funding**

<b>C1. The Buses</b>	
In total, how many new low carbon buses are you bidding for?	2
In total, how much grant are you seeking?	£301,855– Estimated to be confirmed (TBC) by procurement process
<p>For each separate <u>bus type</u>, please provide the following. The calculator will give you the “Base grant”, “Top-up grant” and “Total grant eligibility”: If needed, please copy and paste more tables below. All rows are mandatory.</p> <p>Note – You <b>must</b> submit your completed ‘calculator’ alongside this bid.</p>	
Manufacturer's name <sup>2</sup>	Plug-in Electric – TBC by Tender
Make and model of bus	10.8m or Midi
Low Emission Bus Technology (e.g. hybrid, plug-in electric, gas etc.)	Plug-in Electric
Number of buses in bid	2
Anticipated date of order	04/2016
Anticipated date of entry into service	04/2017
Cost per low emission bus <sup>3</sup>	£325,000
Cost per bus of diesel equivalent	£150,000
Base grant per bus (as per the calculator)	£120,927.50
Top-up grant per bus (as per the calculator)	£30,000
Total grant eligibility <sup>4</sup> per bus (as per the calculator)	£150,927.50
Total grant being sought per bus	£150,927.50
<p>The grant figures referenced in the above table are calculated using information contained in Appendix A, B and C.</p> <p>Space below for copying more tables if needed:</p>	

<sup>2</sup> In exceptional cases where this may be unknown, for example where a local authority is yet to go out to tender, it is sufficient to state the type of technology sought (e.g. hybrid, plug-in electric, gas).

<sup>3</sup> In the case where local authorities are yet to go out to tender, an average cost can be given

<sup>4</sup> This is the total maximum grant you are eligible for as set out in your calculator (base grant + top-up grant, subject to any imposed caps)



## C2. The Infrastructure

Please give a description of any infrastructure funding being sought over the period of funding (i.e. 2016-2019):

**Phase 1 – 2016/17** Charging points to be installed at a suitable depot site, this will include the installation of the charging points and all related power supply infrastructure needed including the upgrade of the capacity at the substation on site.

Additional charging points to be installed on the chosen route. This will include the purchase and installation of the charging points and all related power supply infrastructure needed including the upgrade of the capacity at the substation nearby.

The specific infrastructure requirements will only be confirmed once the bus procurement process is complete as different bus suppliers use different charging infrastructure.

**Phase 2 – 2017/18** No additional infrastructure is due to be installed during this phase to allow current network operations to settle with the integration of the new buses procured from this bid.

**Phase 3 – 2018/19** Additional charging points to be installed at locations which will expand the range of the current electric bus fleet and encourage local commercial bus operators to consider procuring electric buses.

These installations will include charging points, upgrade of appropriate substations and associated infrastructure required.

In total, how much grant are you seeking for infrastructure?	£225,000 – Estimated TBC by tender process
--	--

For each type of infrastructure<sup>5</sup>, please provide the following. If needed, please copy and paste more tables below. All rows are mandatory.

Manufacturer's name <sup>6</sup>	TBC by Tender
Type of infrastructure	Charging Points, associated electrical connections and installation.
Anticipated date of order	08/2016
Anticipated date of installation <sup>7</sup>	04/2017
Total cost	£300,000
Total eligible amount <sup>8</sup>	£225,000
Total grant sought	£225,000

<sup>5</sup> Please refer to paragraphs 1.7 and 1.8 in the guidance

<sup>6</sup> Where a local authority is yet to go out to tender, the name may not be known. The remaining rows should be filled in however.

<sup>7</sup> This is the date after which buses will be refuelled using the infrastructure

<sup>8</sup> This will be 75% of the cost of your infrastructure

### C3. Funding Profile

Please use the information in sections C1 and C2 to complete the following summary funding table:

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

£000s		2016-17	2017-18	2018 – 19			Total
<b>Buses</b>							
Number of buses in bid		0	2	0			2
Total grant eligibility (as per your calculator)		0	£301.9	0			£301.9
Total grant being sought		0	£301.9	0			£301.9
<b>Infrastructure</b>							
Total cost		£200		£100			£300
Total eligible amount (i.e. 75%)		£150		£75			£225
Total grant sought		£150		£75			£225
<b>TOTAL grant sought (Bus and infrastructure)</b>		£150	£301.9	£75			£526.9
Match funding (if any) <sup>9</sup>		£50	£348.1	£25			£423.1

1. *What it will buy*; **The remaining share of the electric buses and charging points required to run this scheme.**
2. *When it will be bought*; and **Please see funding schedule above**
3. *The source(s)* **Nottinghamshire County Council Transport & Travel Services budgets.**

<sup>9</sup> This should include any 3<sup>rd</sup> party contributions that have been secured

## **SECTION D – Funding (bid 2 – scaled-down)**

*Although there is no cap on bids, where they exceed £5m, bidders should demonstrate how their plans (and the amount sought) can be scaled down. In doing so, please complete tables D1-D3 below.*

<b>D1. The Buses (bid 2)</b>	
In total, how many new low carbon buses are you bidding for?	
In total, how much grant are you seeking?	
<p>For each separate bus type, please provide the following. The calculator will give you the “Base grant”, “Top-up grant” and “Total grant eligibility”: If needed, please copy and paste more tables below. All rows are mandatory.</p> <p>Note – You must submit your completed ‘calculator’ alongside this bid.</p>	
Manufacturer's name	
Make and model of bus	
Low Emission Bus Technology (e.g. hybrid, plug-in electric, gas etc.)	
Number of buses in bid	
Anticipated date of order	MM/YYYY
Anticipated date of entry into service	MM/YYYY
Cost per low emission bus	£
Cost per bus of diesel equivalent	£
Base grant per bus (as per the calculator)	£
Top-up grant per bus (as per the calculator)	£
Total grant eligibility <sup>10</sup> per bus (as per the calculator)	£
Total grant being sought per bus	£
<p>Please give a description of how this scaled down bid still meets the objectives of the fund as set out in the guidance and helps deliver your longer term vision.</p>	

<sup>10</sup> This is the total maximum grant you are eligible for as set out in your calculator (base grant + top-up grant, subject to any imposed caps)

**D2. The infrastructure (bid 2)**

Please give a description of any infrastructure funding being sought over the period of funding (i.e. 2016-2019):

In total, how much grant are you seeking?

For each type of infrastructure<sup>11</sup>, please provide the following. If needed, please copy and paste more tables below.

Manufacturer's name	
Type of infrastructure	
Anticipated date of order	MM/YYYY
Anticipated date of installation	MM/YYYY
Total cost	£
Total eligible amount (i.e. 75%)	£
Total grant sought	£

Please give a description of how this scaled down bid still meets the objectives of the fund as set out in the guidance and helps deliver your longer term vision.

<sup>11</sup> Examples of the infrastructure most likely to be bid for under this fund are: standard, fast and inductive charging equipment, gas (this includes portable or fixed) and hydrogen re-fuelling systems.

### D3. Funding profile (bid 2)

Please use the information in sections D1 and D2 to complete the following summary funding table:

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

£000s		2016-17	2017-18	2018 – 19			Total
<b>Buses</b>							
Number of buses in bid							
Total grant eligibility							
Total grant being sought							
<b>Infrastructure</b>							
Total cost							
Total eligible amount (i.e. 75%)							
Total grant sought							
<b>TOTAL grant sought (Bus and infrastructure)</b>							
Match funding (if any) <sup>12</sup>							

Please provide more information below on any match funding, notably:

1. What it will buy;
2. When it will be bought; and
3. The source(s).

<sup>12</sup> This should include any 3<sup>rd</sup> party contributions that have been secured

## **SECTION E – Monitoring and evaluation**

### **E1. Monitoring and Evaluation (optional)**

*While this section is optional, we encourage bidders to comment on how air quality could be monitored and evaluated as part of this scheme (as per paragraph 3.7 of the guidance). This will not form part of the assessment criteria, however, and will only be used to inform DfT on how best to monitor and evaluate this scheme.*

*Consideration of this could include any existing monitoring arrangements in place on the route(s) set out in the bid. Unless the route is bus-only, there can be difficulties in monitoring specific emission levels. As such, we may monitor and evaluate air quality through other parameters, such as the degree of zero emission running on the route.*

*Please use the space below to do this:*