

**REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY &  
ENVIRONMENT**

**CLEAN VEHICLE TECHNOLOGY FUND – INVITATION TO BID**

**Purpose of the Report**

1. To seek approval to submit a bid to the DfT Clean Vehicle Technology Fund (CVTF)

**Information and Advice**

2. On 2<sup>nd</sup> June 2014 the Department for Transport announced the CVTF invitation to bid. This fund is available to local authorities to upgrade their own fleets and/or to work in partnership with local transport operators. This fund follows on from the Clean Bus Technology Fund from 2013/14 but can now be used for all types of vehicles including NCC fleet.
3. Individual bids of up to £500,000 can be submitted from the overall pot of £5m available to local authorities in England with local partnerships being actively encouraged and match funding will be looked upon favourably in any bid submission. Bids are to be submitted by Friday 25 July with awards likely in September 2014.
4. Applications can cover up to 100% of the capital cost of retrofitting older vehicles with new and emerging technologies in order to reduce Nitrogen Oxide (NO<sub>x</sub>) emissions in areas of poor air quality, particularly in specific Air Quality Management Areas (AQMA's) of which there are 8 in the County. The AQMA's are located as follows:
  - Broxtowe Borough – 4 AQMA's (These are associated with motorway traffic)
  - Gedling Borough – 2 AQMA's (1 Nitrogen Oxide, 1 Sulphur Dioxide)
  - Rushcliffe – 2 AQMA's

In addition there are 2 further areas of poor air quality that are close to being designated AQMA's, these are along the A617 to Pleasley and Beaumont Cross in Newark & Sherwood District between Bowbridge Road and London Road.

5. Any technology implemented should not currently be widely used as the fund is looking to deliver a wider adoption of these up and coming technologies. Any new

technologies implemented should have a lifetime of at least 5 years and should be monitored during this period.

6. Two technologies are being considered as part of the bid, these being a Hydrogen Cleaning Technology and an eFan technology that is combined with SCRT technology (a selective catalytic reduction & continuously regenerating technology). Both these technologies result in significant reductions in NO<sub>x</sub> emissions, the cause of much air pollution, along with other benefits such as reduced CO<sub>2</sub> emissions and improved miles per gallon. These technologies can be retrofitted to a variety of vehicles, of which the County Council has a 500 strong fleet.
7. After asking for expressions of interest from local bus companies, Stagecoach indicated that they would like to explore bid opportunities.
8. Analysis of both the County Council's fleet and Stagecoach's vehicles operating in the above areas is being undertaken to determine which vehicles and technology are most appropriate for formulating any potential bid. Stagecoach has been selected as a potential partner due to their operations in areas of poor air quality, age profile of parts of their fleet and a number of their services being under contract to The County Council.

### **Other Options Considered**

9. Do nothing – this would mean missing out on the opportunity to significantly reduce NO<sub>x</sub> emissions in the selected area of poor air quality and improve the fuel efficiency of selected vehicles, which in turn will have a positive impact on revenue budgets.

### **Reason/s for Recommendation/s**

10. To reduce the emissions of NO<sub>x</sub> and CO<sub>2</sub> in 1 or more areas of poor air quality within the County using emerging technology paid for by the DfT. This would enhance the County as an exemplar authority of technological advancement through retrofitting vehicles in order to reduce the impacts of harmful emissions. Tackling areas of poor air quality also has positive health benefits for local residents in the affected areas and beyond.

### **Statutory and Policy Implications**

11. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Financial Implications**

12. Match funding will be looked at favourably in any bid submission, and any County Council capital contribution will be offset with a revenue saving through improved fuel efficiency, so this is an invest to save initiative. Any capital contribution will be met from the existing capital allocation for vehicles.

## **Implications in relation to the NHS Constitution**

13. Improved air quality would occur as a result of the implementation of the technologies set out within this report having a positive impact on the health of residents in the affected areas.

## **Implications for Service Users**

14. Service users would benefit from cleaner, more fuel efficient vehicles that are less likely to break down as a result of the retrofitted technology.

## **Implications for Sustainability and the Environment**

15. The implementation of these technologies would have a positive impact on the environment by decreasing the level of NO<sub>x</sub> and CO<sub>2</sub> emissions.

## **RECOMMENDATION/S**

1) The Service Director for Transport, Property and Environment, be authorised to submit a bid to the Clean Vehicle Technology Fund upon consultation with the Chair of Transport and Highways Committee.

**Insert name of report author(s) here**

**Insert title of report author(s) here, e.g. Chairman of Policy Committee or Corporate Director Policy Planning and Corporate Services**

**For any enquiries about this report please contact:**

**Constitutional Comments (CEH 08.07.2014)**

16. "The recommendation falls within the remit of the Transport and Highways Committee.

**Financial Comments (TMR 08.07.2014)**

17. The financial implications are set out in paragraph 12 of the report.

**Background Papers and Published Documents**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

The guidance notes for applications and the application form can be found at;

<https://www.gov.uk/government/publications/clean-vehicle-technology-fund-proforma-and-guidelines-for-local-and-transport-authorities>

**Electoral Division(s) and Member(s) Affected**

- All