



Low Emission Bus Scheme Application Form

Guidance on the application process is available on the DfT website¹.

Applicant Information

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

Local Authority ✓
Bus Operator

Local authority or bus operator name(s):

Hampshire County Council, Southampton City Council, Portsmouth City Council and Isle of Wight Council – forming **Solent Transport**, a partnership body formed in 2007. This bid is submitted in partnership with the **South Hampshire Bus Operators Association**, incorporating First Hampshire, Dorset & Berkshire, Go South Coast, Stagecoach South and small bus operators in the Solent.

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

Hampshire County Council.

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

Bid Manager name and position:

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Hampshire County Council

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Website address for published bid (if applicable):

<http://www3.hants.gov.uk/tfsh.html>

SECTION A - Bid description and funding profile

A1. Headline description:

A co-ordinated and targeted bid developed in partnership by the Solent Transport authorities and the South Hampshire Bus Operators Association to improve air quality across the Solent sub-region. The bid specifically tackles AQMAs on major bus corridors in Southampton, Portsmouth, Eastleigh, Fareham and Totton, delivering significant improvements to air quality at a time when air quality is a significant public health issue. Southampton is one of seven zones in England that are projected to exceed EU limits for Nitrogen Dioxide by 2020. This bid has been developed to help Government meet its air quality objectives through delivering a significant reduction in emissions from road transport.

A2. Geographical area:

The bid offers comprehensive coverage of major bus corridors and AQMAs in the Solent sub-region, specifically Southampton, Portsmouth, Havant, Fareham, Gosport, Eastleigh, Totton, Hythe and Marchwood.

A3. Total DfT funding sought (£m):

2016/17	£1,201,850
2017/18	£1,383,100
2018/19	£706,500

Total £3,291,450

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	£1,247,850
2017/18	£1,403,100
2018/19	£721,500
Total	£3,372,450

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:

Solent Transport (and its predecessor Transport for South Hampshire) has a strong track record of delivering projects in partnership with the area's transport operators through projects including the 'Better Connected South Hampshire' Local Sustainable Transport Fund, Bus Rapid Transit and the Better Bus Area Fund. It is a particular strength of this bid that Solent Transport has developed these proposals together with the South Hampshire Bus Operators Association (SHBOA) and the district Councils of South Hampshire to help meet our collective objectives around air quality and modal shift. Solent Transport works with SHBOA and other transport stakeholders including DfT, Network Rail, South West Trains and Highways England through the Solent Transport Strategy Working Group. This group along with the Solent Transport Joint Committee will oversee the implementation of this project. The project manager will be Andrew Wilson, Solent Transport Manager, and the project lead from SHBOA will be their independent Chairman, Richard Soper.

We have chosen to submit a collective bid because of the significant, measurable impact to air quality that we can collectively deliver across the whole Solent sub-region. A successful bid would see low-emission buses operating in all parts of the Solent, specifically targeting the Air Quality Management Areas, from the New Forest in the West to Portsmouth and Havant in the East. This wide-ranging bid will enable us to measure the impact and offer learning experiences of operating different low-emission bus technologies across our area and share this information with local authorities nationwide, bus manufacturers and operators, DEFRA and DfT. The experience gained will also be used to inform each authority's AQMA

strategies, spatial planning strategies in the sub-region, and help with transport appraisals of new developments.

SECTION B – Evidence against the assessment criteria

B1. Ambition

Bus operators in the Solent are already adopting new technologies and investing in low-emission buses. The total Solent bus fleet is around 600 buses. We already have 185 low emission buses as a result of the strong partnership working between Solent Transport and SHBOA. A successful bid would add a further ninety-five low emission buses, totalling 280. The proportion of low-emission buses would consequently be around 47%. Given that our operators continue to invest strongly in new vehicles separately from the Low Emission Bus Scheme, we can conservatively expect that by the end of the 2018/19 financial year, over 65% of the Solent's bus fleet will be low-emission.

Our ambition to innovate and improve the environmental credentials and quality of the local bus fleet is well proven. Through the LSTF and BBAF projects, 549 buses were fitted with LED lighting systems to reduce fuel consumption and carbon emissions, every bus in the Solent fleet now offers free wi-fi for customers and 'Next Stop' Audio and Visual announcements. A further 148 buses benefited from internal refurbishments. Virtually all buses in the Solent are now providing a vehicle location feed to the local authorities' Real Time Passenger Information systems. The successes delivered by these partnerships are encouraging operators and local authorities to deepen the partnership working and commit significant resources to new vehicle investment forming the basis of this joint bid.

Our bus operators are working closely with bus manufacturers and have been ambitious in the technologies they are proposing to adopt as part of this project. All ninety-five buses in the bid would be fitted with flywheel technology, micro-hybrid systems and engine Stop-Start systems. Given that urban buses spend approximately 30% of their time stationary, these buses become in effect zero emissions for 30% of their operating time. We believe that this level of technology provides the optimum balance between innovation and tried and tested systems that will allow us to effectively monitor the improvements brought about by new technologies, whilst delivering a reliable service to our customers.

This bid is built specifically around tackling the AQMAs on a corridor by corridor approach into the two cities of Southampton and Portsmouth and along the Bus Rapid Transit corridor between Fareham and Gosport. All the routes on which the vehicles will operate contain AQMAs. This approach is co-ordinated with the local authorities' Air Quality Action Plans and the bid sits comfortably alongside these strategies. For example, Portsmouth's 'Optimisation of Road Traffic Management Control Systems' project aims to tackle the city's AQMAs through measures to improve traffic flow in the city through interventions at junctions and investment in traffic signal technology that will improve traffic speeds, reduce congestion and consequently reduce vehicle emissions. Similarly, Portsmouth's recently opened

Park & Ride service aims to intercept vehicles entering the city at a new junction on the M275, which is having a direct impact on vehicle emissions in the city's AQMAs.

Into the medium and longer terms, Solent Transport and the local authorities will continue to work together on a range of projects to deliver an improved bus fleet, reduced congestion, better air quality and modal shift to public transport. Examples of partnership projects currently under construction include Southampton Rail Station Quarter which will provide improved interchange facilities for customers between bus and rail alongside a significantly improved urban realm. This project will make public transport more accessible and easier to use. A significant number of the buses contained in this bid will serve Southampton Station Quarter. Similarly, The Hard Interchange project in Portsmouth will deliver major improvements for passengers to interchange between bus, rail and ferries to Gosport and the Isle of Wight. Again, buses in this bid will serve The Hard Interchange and operate through a number of Portsmouth's AQMAs. In Eastleigh town centre, over £700,000 has recently been invested from various sources to improve access to the rail station for easier interchange, improvements to electronic information and the physical layout at Eastleigh bus station. A successful bid would add significant value to these existing infrastructure projects, which are already leveraging in private sector investment in new buses.

Looking more widely and to the medium and longer terms, the local planning authorities are working together through the Partnership for Urban South Hampshire (PUSH) to develop the area's Spatial Plan to 2036 to accommodate over 4,000 homes per annum in the Solent. SHBOA (along with Network Rail, Highways England, DfT and South West Trains) are engaged in this process and we will be aiming to deliver low-emission public transport systems as part of the Transport Strategy for the Spatial Plan. The Hampshire and IoW authorities are also exploring with Government the possibility of Combined Authority status that would see the establishment of a Passenger Transport Executive for the area. This is further evidence of the area's commitment to deepening the partnership working with our bus operators that will drive forward investment in new vehicles and tackle our air quality issues together.

<http://www3.hants.gov.uk/devolution-prospectus-september-2015.pdf>

In the medium to longer term, we fully anticipate that the current trend of SHBOA operators investing in low emission buses will continue, especially given the experience we are gaining in the sub-region through the Clean Bus Technology Fund projects and the existing fleet of low-emission buses.

SHBOA have recently developed their 'Environmental Policy' (attached) in which they commit to on-going fleet modernisation, with over £33 million invested in new vehicles between 2012 and 2015. As part of the partnership between Solent Transport and SHBOA, SHBOA commits to deploying vehicles from its fleets with the best emissions ratings to services which operate through AQMAs.

B2. Deliverability

Our strategy for delivery of this project is straightforward. The bid has been developed jointly by Solent Transport and SHBOA, and both parties are committed to delivering this project successfully. The bid has been approved by the Solent Transport Joint Committee which comprises the Executive Members for Transport of Hampshire County Council, Portsmouth City Council, Southampton City Council and Isle of Wight Council.

Our ability to work together to deliver this project is evidenced by our successful LSTF and BBAF projects. The Project Manager will be Andrew Wilson, Solent Transport Manager, in close co-operation with Richard Soper, Chairman of SHBOA. The project team will include the Managing Director of First Hampshire, Dorset & Berkshire, Marc Reddy, and the Managing Director of Go South Coast, Andrew Wickham. These two operating companies have been liaising closely with bus manufacturers throughout the bid development process and we have been pragmatic about the timeline for the years in which the buses can be delivered. We have ensured that the bid aligns with the vehicle investment plans of the bus operators.

In addition to the Joint Committee, the project will be closely monitored at the regular SHBOA and Solent Transport liaison meetings (this group also oversees the management of the Solent Go Smartcard), as well as at the Solent Transport Strategy Working Group (as referred to in section A7). We believe that this level of project management and supervision commits an appropriate level of resource, offers relevant opportunities for internal and external challenge (e.g. DfT through the Strategy Working Group) and will minimise any risk of project failure.

In terms of managing risks associated with this project, we believe that we can effectively minimise the risks to all parties including DfT and OLEV. One risk would be the operators failing to fulfil their vehicle order with the manufacturer. Risk in this area will be minimised by either not requesting the grant funding from DfT for that particular batch of vehicles, or by working with DfT to shift the funding to another operator within SHBOA that would deliver similar emissions savings and environmental benefits in our AQMAs.

A second risk may be around the manufacturer not being able to fulfil the vehicle order. In this respect, we have prepared a bid that is pragmatic in terms of both the level of technology that we are employing, and the spread of the funding request over the three years. Our spread is approximately 36%/42%/22%. This relatively even spread minimises the risk of pressure on manufacturers to deliver significant numbers of new vehicles over a short period of time.

If a manufacturer is unable to supply a particular vehicle, we are aware that other manufacturers in the marketplace supply buses with similar technologies that would deliver similar outcomes. Should it be necessary, our SHBOA partners are willing to work with alternative vehicle suppliers to those mentioned specifically in this bid.

The operators are satisfied that the reliability of the proposed technologies does not represent a risk to this project or to their ability to maintain a high quality service for their customers. This project will not result in a future funding liability on either DfT or local authorities.

In respect of reducing reliance on Government funding in future for low-emission buses, we are confident that with SHBOA members already demonstrating that they have embraced low-emission technologies, by the end of the bid period it will have become the norm in the Solent area for operators to be purchasing low-emission buses as a matter of course. Our level of confidence is further strengthened by the work that the local authorities are carrying out through their AQMA Action Plans, recent discussions with DEFRA regarding the potential for Clean Air Zones, SHBOA's Environmental Policy and the high levels of partnership working in the area that has a proven track record of delivering significant investment in new buses.

In respect of match funding, we have a commitment from local partners to bring a minimum contribution of £81,000 to this bid. These contributions come from a variety of sources including Southampton City Council, Hampshire County Council, Eastleigh Borough Council and the Bus Rapid Transit Board (Fareham – Gosport BRT). The BRT Board were particularly keen to emphasise that their contribution has come from the innovative profit-share agreement within our BRT Operating Agreement, and this is a great example of the success of the BRT project being re-invested into further growth in bus travel and air quality improvements in our area.

There are other aspects which we will deliver in terms of match funding and added value. With a successful bid, operators will commit to adding a number of 'optional extras' to the vehicle specification. All buses will be specified with 'Next Stop' audio and visual announcements, free wi-fi and an automatic feed to Real Time Information systems. The majority of buses would be specified with USB charging points for each passenger seat, BRT buses would add wood-effect flooring, leather seats and on-board TFT screens providing news headlines and passenger information. This added value is potentially worth over £300,000 to the project and will do even more to increase the attractiveness of the local bus offer and deliver modal shift.

In the Solent area we have a track record of working together to trial and develop clean bus technologies. For example, Southampton City Council has worked with bus operators through previous rounds of the Clean Vehicle Technology Fund to retrofit buses with Flywheel and Thermal Management Technology systems, totalling sixty-nine buses. These projects have delivered cleaner bus fleets in Southampton and have been a valuable testing ground for technologies that are now available as options on new vehicles.

As described in Section B1, the Solent operators already run 185 low emission buses including Micro-hybrid, flywheel energy-storage systems and automated manual gearboxes. Our ambition to extend the low-emission fleet further is clear. The SHBOA companies also have wider experience of operating low-emission buses within the region (outside of the Solent), including fully-electric and fully hybrid-powered vehicles.

B3. Air Quality

The vehicles in this bid have been selected specifically because the routes they serve operate through AQMAs and will therefore have the biggest impact possible on air quality. Maps are attached which identify the AQMAs in our area, overlaid with the bus routes in the bid.

DEFRA's document 'Draft Plans to Improve Air Quality in the UK' published in September 2015 identifies Southampton as one of seven zones in England that are projected to exceed the EU limit for nitrogen dioxide after 2020. The plan underlines Government's wish to achieve compliance within the shortest possible time and the need for additional measures to address the exceedance. The plan recognises that Local Authorities are best placed to identify the combination of measures that will deliver the required reductions in NO₂.

Southampton City Council's strategy is being developed to offer a viable alternative to a Clean Air Zone (CAZ) and is exploring a scheme based around a voluntary CAZ and a Southampton City Region Clean Air Partnership (CAP) to promote cleaner technology in the city and the surrounding urban area. A successful bid to the Low Emission Bus Scheme would form a major part of that strategy.

The EU has started infraction proceedings and financial penalties could result if reasonable action is not taken to address the problem. Data from Public Health England shows that 6.3% of deaths in Southampton are attributable to particulate air pollution. Sufferers of Asthma, Chronic Obstructive Pulmonary Disease (COPD) and cardiovascular disease are particularly susceptible to poor air quality, and hotspots in the city have been identified. By replacing existing buses with low-emission buses there will be a positive impact on public health, most notably asthma and COPD hospital admissions. There is a direct relationship between the currently unacceptable air quality on the approaches to the city and the bus fleet which operates along it. Road transport is the primary source of emissions in all of the city's AQMA's and bus services feature significantly. For example, monitoring data suggests that the bus fleet currently contributes 13% of NO_x emissions in the Millbrook Road AQMA.

A successful bid would do much to complement the recent and on-going work in the Southampton area to reduce vehicle emissions. Over recent years, a number of measures have been delivered to encourage people to choose public transport over the car. The multi-operator Solent Travelcard, 'My Journey' sustainable travel programmes, Interchange improvements, Real Time Passenger Information, workplace and school travel plans, rail station improvements, legible pedestrian and bus networks and improved bus stop facilities are all playing their part. Current projects include working with Highways England to improve traffic flow particularly for public transport on arterial routes into Southampton, evaluation of Park & Ride services and a policy of 'City First' housing development which would deliver a densification of city development that will reduce the need to travel and encourage more people to walk, cycle and use local public transport. As part of Southampton's work with DEFRA to develop plans for a CAZ, they are currently seeking to implement ANPR cameras, road signs and a specific website.

In Portsmouth, there are five AQMAs centred on the main transport corridors into the city. The predominant sources of NO_x emissions are HGVs and buses, e.g. in

one of the city's AQMAs, buses are estimated to contribute approximately 24% of NOx emissions whilst in another the proportion is 5 and 14%. The potential benefits of low-emission buses is therefore significant. The new vehicles would co-ordinate well with the other measures being implemented in the city to improve air quality and public transport, e.g. Park & Ride, The Hard Interchange – see Question B1.

The Totton AQMA was declared close to Totton town centre due to nitrogen dioxide levels. Low-emission buses on the 'Bluestar' routes through Totton town centre will reduce NOx, particulate and CO2 emissions. Bluestar 2 is the most frequent bus service running within Eastleigh town centre and through the Eastleigh AQMA, therefore low-emission buses on this service would have the greatest possible impact.

In Fareham, two AQMAs have been declared due to nitrogen dioxide, emitted primarily from vehicles. The Fareham AQAP identifies a range of remedial actions taken in partnership with the County Council including the promotion of cycling on the BRT busway, development of a new Rail/BRT Interchange at Fareham rail station, a southern extension to the busway, significant improvements to the local road network to ease traffic flows, cycling infrastructure improvements and electric vehicle charging points. These measures have been successful in reducing levels of pollution, albeit not yet to a level whereby the AQMAs can be revoked.

The Eastleigh AQMA is designated due to NOx. Eastleigh Borough Council estimate that low-emission buses on the Bluestar 2 service could reduce NOx emissions within part of the AQMA by 1-2%. A successful bid would complement Eastleigh's AQAP, a main focus of which is to make public transport more attractive. The route also runs adjacent to a new major housing development, and this bus service forms a major strand of the development's transport strategy.

Our calculations indicate that with ninety-five additional low-emission vehicles operating in the Solent, we would save a minimum of 2,969 tonnes of CO2 compared to operating Euro 5 buses. The savings would in reality be even greater because most of the routes in the bid are currently operated by vehicles that are a combination of Euro 4 and 5. As new vehicles arrive, operators cascade vehicles through their fleets to remove the oldest and most polluting buses. This considerably improves the actual CO2 savings with an even greater impact on NOx emissions. The vehicle types that will leave the fleet are shown in question B4.

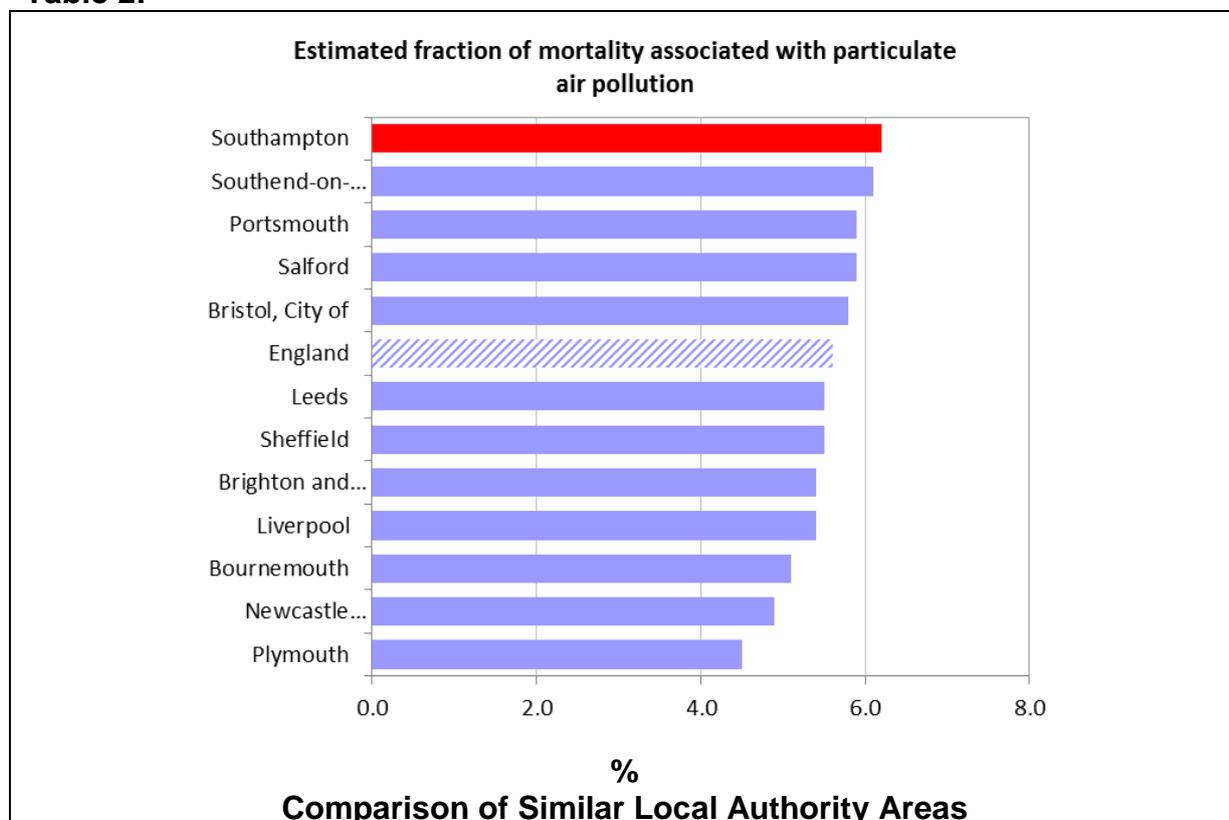
Our calculations indicate that the vehicles in the bid will spend approximately 10.4% of their daily operating mileage in AQMAs. The proportion in terms of actual time spent in the AQMAs would be even greater because of the levels of congestion in AQMAs and therefore slower journey speeds.

Initial modelling of the impact of a fleet of low-emission buses operating in Southampton indicates that a 3.2% reduction in overall NOx emissions would be achieved. This bid would go a significant way towards achieving that reduction.

Table 1 – Source apportionment of Nox at Southampton City Council monitoring locations (% of total modelled Nox)

Location	Background contribution % (1)	Port and rail contribution % (2)	Road contribution % (3)	Cars % (4)	HGV % (5)	Bus % (6)	LGV % (7)
M271	20.3	5.3	74.5	19.8	45.3	2.2	7.2
Coniston Road	27.1	7.1	65.8	19.7	36.6	2.9	6.7
38 Old Redbridge Rd	43.0	13.2	43.8	17.7	17.3	3.2	5.6
Redbridge School	26.1	7.7	66.2	22.8	31.8	4.3	7.2
AUTO_Redbridge Sch	23.1	6.9	70.0	23.9	34.1	4.5	7.6
54 Redbridge Road	25.7	11.1	63.2	23.1	29.2	3.8	7.2
57 Redbridge Road	33.1	15.8	51.0	18.4	23.8	3.0	5.8
539 Millbrook Road	34.0	33.8	32.2	14.4	10.4	2.5	4.9
485 Millbrook Road	31.9	29.3	38.9	18.4	11.0	3.2	6.2
Ladbrokes	30.0	26.1	43.9	19.4	13.8	4.1	6.6
Regent`s Park Juncti	30.5	26.7	42.8	16.7	16.5	3.8	5.8
367A Millbrook Road	26.1	27.7	46.2	20.5	14.5	4.2	7.0
AUTO_Millbrook Road	25.7	23.6	50.6	18.2	12.9	13.3	6.2
151 Payne`s Road	35.6	25.3	39.1	19.0	10.2	3.5	6.5
303 Millbrook correct	26.6	22.4	51.0	20.8	11.8	11.3	7.1

Table 2:



B4. Value for Money

We believe that our bid strikes the optimum balance between innovation and tried and tested technologies that will deliver significant emissions reductions whilst maintaining a reliable service to our customers. It is therefore a low risk proposition. We have sourced local match funding from local authorities and from the innovative profit share agreement for the BRT service in Fareham and Gosport.

The bid is specifically targeted at improving emissions in AQMAs. Our calculations indicate that with ninety-five additional low-emission vehicles operating in the Solent, we would save a minimum of 2,969 tonnes of CO₂ per annum compared to operating Euro 5 buses. The savings would in reality be even greater because most of the routes in the bid are currently operated by vehicles that are a combination of Euro 4 and 5. A number of Euro 3 buses would be removed entirely from the Solent bus fleet. As new vehicles arrive, operators will cascade vehicles through their fleets, and the net effect is to remove some of the oldest and most polluting buses. This considerably improves the actual CO₂ savings with an even greater impact on NO_x emissions.

Our calculations indicate that approximately 36 tonnes of NO_x emissions per annum would be saved compared to current emissions from the bus fleet. The PM₁₀ savings are estimated to be around 0.34 tonnes of PM₁₀ per annum.

The method of calculation of these figures is shown in the attached appendices, and data has been derived from the Excel tables for NO_x and PM₁₀ on the DEFRA website as specified in the Value for Money Assessment Guidance for bidders. Calculations of the CO₂ savings are based on the estimated CO₂ emissions savings provided by the bus manufacturers.

The fuel that all the vehicles in this bid will use is diesel to specification EN590 which contains a bio-diesel proportion of up to 7%.

The buses that will be removed from the fleet as part of this bid are as follows:

Go Ahead

24 x Euro 3 specification single decks

7 x Euro 3 double decks

First

13 x Mercedes Citaro 2002;

4 x Volvo B7RLE 2005 – will be deployed elsewhere within First

21 x Volvo B7RLE 2009 – will be deployed elsewhere within First

26 x Wright Streetlite Max 2013 – will be deployed elsewhere within First.

B5. The bid – supplementary information

At the time of submission of this bid, Low Emission Bus Certificates were not available from the bus manufacturers for the particular types of vehicles in this bid.

The emissions savings figures are therefore the manufacturers best estimates at this stage, and are appended to this bid.

SECTION C – Funding

C1. The Buses	
In total, how many new low carbon buses are you bidding for?	95
In total, how much grant are you seeking?	£3,296,175
<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 <u>must</u> submit your completed ‘calculator’ alongside this bid.</p>	
TABLE 1	
Manufacturer's name ²	Wright
Make and model of bus	Streetlite Max (First)
Low Emission Bus Technology (e.g. hybrid, plug-in electric, gas etc.)	Flywheel, Micro-hybrid, Stop-Start
Number of buses in bid	47
Anticipated date of order	04/2017 (21 buses)
Anticipated date of entry into service	09/2017 (21 buses)
Anticipated date of order	04/2018 (26 buses)
Anticipated date of entry into service	09/2018 (26 buses)
Cost per low emission bus ³	£210,000
Cost per bus of diesel equivalent	£173,000
Base grant per bus (as per the calculator)	£27,750
Top-up grant per bus (as per the calculator)	£0
Total grant eligibility ⁴ per bus (as per the calculator)	£27,750
Total grant being sought per bus	£26,897
TABLE 2	
Manufacturer's name ⁵	ADL

² 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).

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

⁴ 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)

Make and model of bus	MMC 200 MMC (First)
Low Emission Bus Technology (e.g. hybrid, plug-in electric, gas etc.)	Flywheel, Micro-hybrid, Stop-Start
Number of buses in bid	17
Anticipated date of order	04/2016
Anticipated date of entry into service	09/2017
Cost per low emission bus ⁶	£158,000
Cost per bus of diesel equivalent	£215,000
Base grant per bus (as per the calculator)	£42,750
Top-up grant per bus (as per the calculator)	£0
Total grant eligibility ⁷ per bus (as per the calculator)	£42,750
Total grant being sought per bus	£41,897
TABLE 3	
Manufacturer's name ⁸	ADL
Make and model of bus	E400 MMC (Go Ahead)
Low Emission Bus Technology (e.g. hybrid, plug-in electric, gas etc.)	Flywheel, Micro-hybrid, Stop-Start
Number of buses in bid	7
Anticipated date of order	04/2017
Anticipated date of entry into service	09/2017
Cost per low emission bus ⁹	£256,900
Cost per bus of diesel equivalent	£199,000
Base grant per bus (as per the calculator)	£43,425
Top-up grant per bus (as per the calculator)	£0
Total grant eligibility ¹⁰ per bus (as per the calculator)	£43,425
Total grant being sought per bus	£42,572
TABLE 4	
Manufacturer's name ¹¹	ADL
Make and model of bus	E200 MMC (Go Ahead)

⁵ 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).

⁶ In the case where local authorities are yet to go out to tender, an average cost can be given

⁷ 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)

⁸ 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).

⁹ In the case where local authorities are yet to go out to tender, an average cost can be given

¹⁰ 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)

¹¹ 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).

Low Emission Bus Technology (e.g. hybrid, plug-in electric, gas etc.)	Flywheel, Micro-hybrid, Stop-Start
Number of buses in bid	24
Anticipated date of order	04/2016 (12 buses)
Anticipated date of entry into service	04/2017 (12 buses)
Anticipated date of order	04/2017 (12 buses)
Anticipated date of entry into service	09/2017 (12 buses)
Cost per low emission bus ¹²	£213,501
Cost per bus of diesel equivalent	£155,601
Base grant per bus (as per the calculator)	£43,425
Top-up grant per bus (as per the calculator)	
Total grant eligibility ¹³ per bus (as per the calculator)	£43,425
Total grant being sought per bus	£42,572

C2. The Infrastructure	
<i>Please give a description of any infrastructure funding being sought over the period of funding (i.e. 2016-2019):</i>	
Not applicable	
In total, how much grant are you seeking for infrastructure?	
For each type of infrastructure ¹⁴ , please provide the following. If needed, please copy and paste more tables below. All rows are mandatory.	
Manufacturer's name ¹⁵	
Type of infrastructure	
Anticipated date of order	MM/YYYY
Anticipated date of installation ¹⁶	MM/YYYY
Total cost	£
Total eligible amount ¹⁷	£
Total grant sought	£

¹² In the case where local authorities are yet to go out to tender, an average cost can be given

¹³ 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)

¹⁴ Please refer to paragraphs 1.7 and 1.8 in the guidance

¹⁵ 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.

¹⁶ This is the date after which buses will be refuelled using the infrastructure

¹⁷ This will be 75% of the cost of your infrastructure

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C3. Funding Profile															
£000s		2016-17	2017-18	2018 – 19			Total								
Buses															
Number of buses in bid		29	40	26			95								
Total grant eligibility (as per your calculator)		£1,248	£1,408	£722			£3,377								
Total grant being sought		£1,202	£1,388	£706			£3,296								
Infrastructure															
Total cost															
Total eligible amount (i.e. 75%)															
Total grant sought															
TOTAL grant sought (Bus and infrastructure)		£1,202	£1,388	£706			£3,296								
Match funding (if any) ¹⁸		£46	£20	£15			£81								
<p>The match funding is provided as follows (and is described further in Question B2), and will be used towards the cost of vehicles thereby reducing the funding request to DfT.</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 40%;">Hampshire County Council</td> <td style="text-align: right;">£30,000</td> </tr> <tr> <td>Eastleigh Borough Council</td> <td style="text-align: right;">£20,000</td> </tr> <tr> <td>BRT Board (Fareham/Gosport)</td> <td style="text-align: right;">£11,000</td> </tr> <tr> <td>Southampton City Council</td> <td style="text-align: right;">£20,000</td> </tr> </table>								Hampshire County Council	£30,000	Eastleigh Borough Council	£20,000	BRT Board (Fareham/Gosport)	£11,000	Southampton City Council	£20,000
Hampshire County Council	£30,000														
Eastleigh Borough Council	£20,000														
BRT Board (Fareham/Gosport)	£11,000														
Southampton City Council	£20,000														

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.

¹⁸ This should include any 3rd party contributions that have been secured

D1. The Buses (bid 2)

In total, how many new low carbon buses are you bidding for?	
--	--

In total, how much grant are you seeking?	
---	--

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.

Note – You must submit your completed ‘calculator’ alongside this bid.

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 ¹⁹ per bus (as per the calculator)	£
---	---

Total grant being sought per bus	£
----------------------------------	---

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.

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?	
---	--

¹⁹ 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)

For each type of infrastructure²⁰, 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.

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
Buses							
Number of buses in bid							
Total grant eligibility							
Total grant being sought							
Infrastructure							
Total cost							
Total eligible amount (i.e. 75%)							
Total grant sought							
TOTAL grant sought (Bus and infrastructure)							
Match funding (if any) ²¹							

²⁰ 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.

²¹ This should include any 3rd party contributions that have been secured

SECTION E – Monitoring and evaluation

E1. Monitoring and Evaluation (optional)

Through this project we have engaged fully with the Environmental Health Teams at Southampton City Council, Portsmouth City Council, Fareham Borough Council, Eastleigh Borough Council and New Forest District Council. Each of these authorities as part of their 'business as usual' regularly monitor air quality in their AQMAs and are proactively implementing their AQAPs. As mentioned earlier in the bid, Southampton City Council in particular is engaged with DEFRA around the city's NOx emissions breaching EU levels. Modelling of possible interventions e.g. Clear Air Zones and vehicle restrictions has already taken place. This work is on-going and will be very closely monitored over the lifetime of this bid. Through this bid, Solent Transport and its partners have the potential to assist other cities around the country through sharing data on the impact on AQMAs of low-emission buses. Solent Transport would be happy to co-ordinate this effort and offer the benefit of our learning experiences of operating different low-emission bus technologies across our area and share this information nationwide.

SECTION F - Declarations

F1. Section 151 Officer Declaration (for local authorities)

As Section 151 Officer for Hampshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Hampshire County Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2018/19;
- confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of this.

Name:

R.J. CARR

Signed:



**This is only required from the lead authority in joint bids*

Submission of Bids

The deadline for bids is 5pm, **31 October 2015**

An electronic copy should be submitted to lebs@dft.gsi.gov.uk

Please also include the supporting documentation specified either within the guidance document or in this proforma. This should include, but is not limited to: a PSV licence (operators only) and quotes from the manufacturer(s) for the low emission bus and its' diesel equivalent. We also require evidence of the calculation of your base grant, top-up grant and total eligible grant. This will be given by the calculator as specified in the guidance. Where match-funding has been secured, evidence of this will strengthen a bid. Please also provide evidence that the LEB has been certified as such.

If, for any reason, you need to send hard copies of papers to DfT, please provide 3 copies to:

Low Emission Bus Scheme
Buses & Taxis Division
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR