

**TITLE OF REPORT:** Clean Bus Technology Fund 2017

**REPORT OF:** Paul Dowling, Strategic Director, Communities and Environment

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### **Purpose of the Report**

1. Cabinet is asked to endorse the bid for funding made to the Government's Clean Bus Technology Fund on the 17 November 2017 in relation to improving engine emissions from buses in Gateshead.

### **Background**

2. The Council has been mandated to develop a feasibility plan that will address how to reduce Nitrogen Dioxide (NO<sub>2</sub>) exceedances at locations indicated by the Department for Environment Food and Rural Affairs (DEFRA). Newcastle City and North Tyneside Councils are in the same position and officers from the three authorities have been working together on this activity. In Gateshead the Tyne Bridge and links on the A1 at Lobley Hill and Swalwell/Blaydon have been modelled with exceedances.
3. In September, the Government's Joint Air Quality Unit (JAQU) launched this new round of the Clean Bus Technology Fund; looking to award up to £30 million of grant to Local Authorities in England and Wales for the delivery of projects in 2017/18 and 2018/19 to support bus modifications that would bring the exhaust emissions of older vehicles up to Euro VI engine standards. While open to all authorities, JAQU noted that funding would be targeted on Authorities where NO<sub>2</sub> exceedances have been identified.
4. While treating bus emissions will not, on its own, address NO<sub>2</sub> exceedances, it is a tangible quick win that will contribute to a wider solution. With that in mind, officers from the NECA authorities felt the best way forward was for Gateshead, Newcastle and North Tyneside to each make separate, but related, bids to the fund in an attempt to maximize the funding for the area as a whole.

### **Proposal**

5. The bid for Gateshead project involves the fitting of improved exhaust technology to 79 vehicles operating 9 routes in Gateshead. This technology will reduce the exhaust emissions of older buses down to meet Euro VI standards, the levels of the newest diesel buses.
6. Five of the bus routes (X12, X34, 28/28A, 56 & 58), comprising a total of 49 buses, use the Tyne Bridge and also travel through both the Gateshead Town Centre and Newcastle City Centre Air Quality Management Areas.
7. The remaining four routes (Q1/Q2, 67/69, 47 and 10/10A/10B), comprising a further 30 buses, contribute to the wider air quality of the area, variously crossing areas of exceedance on the A1 and travelling through AQMAs in Gateshead and Newcastle.

8. The total value of the Gateshead bid is £1,502,180 spread across 2017/18 and 2018/19. Should the bid be successful, the funding will be passed on to the bus operators to allow them to purchase and fit the technology. There is no capital expenditure for the Council, although there will be some staff resource involved in managing the project.
9. The bid was complex to develop, involving three bus operators (Go North East, Stagecoach and Arriva) and two technology manufacturers, and requiring specific detailed information on the vehicles involved. This information was only finalised shortly before the bid deadline of 17 November 2017. As it was necessary to submit by this time, a delegated decision was made in relation to the bid, as detailed in Appendix 2.

## **Recommendations**

10. It is recommended that Cabinet endorses the action taken by the Strategic Director, Communities and Environment, in accordance with Schedule 5, Part 2 – General Delegations to Managers, paragraph 4 (e) of the Constitution, in submitting the bid for funding from the Clean Bus Technology Fund to the Department for Environment Food & Rural Affairs, by the deadline of 17 November 2017.

For the following reason:

To support a sustainable transport system capable of supporting the borough's environmental, social and economic objectives.

## APPENDIX 1

### Policy Context

1. On a local Level, the proposals will contribute to delivery of many targets within Vision 2030 and Strategic interventions within the Council Plan and specifically including:
  - Live Well Gateshead – A healthy, inclusive and nurturing place for all, where people lead healthy lifestyles, with more people living longer.

### Background

2. The Council has been mandated to develop a feasibility plan that will address how to reduce Nitrogen Dioxide (NO<sub>2</sub>) exceedances at locations indicated by the Department for Environment Food and Rural Affairs (DEFRA). Newcastle City and North Tyneside Councils are in the same position and officers from the three authorities have been working together on this activity. In Gateshead the Tyne Bridge and links on the A1 at Lobley Hill and Swalwell/Blaydon have been modelled with exceedances.
3. This autumn, the Government's Joint Air Quality Unit (JAQU) launched this new round of the Clean Bus Technology Fund; looking to award up to £30 million of grant to Local Authorities in England and Wales for the delivery of projects in 2017/18 and 2018/19 to support bus modifications that would bring the exhaust emissions of older vehicles up to Euro VI engine standards. While open to all authorities, JAQU noted that funding would be targeted on Authorities where NO<sub>2</sub> exceedances have been identified.
4. While treating bus emissions will not, on its own, address NO<sub>2</sub> exceedances, it is a tangible quick win that will contribute to a wider solution. With that in mind, officers from the NECA authorities felt the best way forward was for Gateshead, Newcastle and North Tyneside to each make separate, but related, bids to the fund in an attempt to maximize the funding for the area as a whole

### Proposal

4. The bid for Gateshead project involves the fitting of improved exhaust technology to 79 vehicles operating 9 routes in Gateshead. This technology will reduce the exhaust emissions of older buses down to meet Euro VI standards, the levels of the newest diesel buses.
5. The technology is known as SCRT. The acronym is a combination of the two separate parts of the treatment:
  - Selective Catalytic Reduction (SCR) which uses a catalyst to convert harmful Nitrogen Oxides into Nitrogen and water
  - Continuously Regenerating Trap (CRT) which filters out and burns off harmful particulate matter.
6. Five of the bus routes (X12, X34, 28/28A, 56 & 58), comprising a total of 49 buses, use the Tyne Bridge and also travel through both the Gateshead Town Centre and Newcastle City Centre Air Quality Management Areas.

7. The remaining four routes (Q1/Q2, 67/69, 47 and 10/10A/10B), comprising a further 30 buses, contribute to the wider air quality of the area, variously crossing areas of exceedance on the A1 and travelling through AQMAs in Gateshead and Newcastle.
8. The total value of the Gateshead bid is £1,502,180.

	Funding Requested
2017/18	£828,000
2018/19	£674,180
Total	£1,502,180

Should the bid be successful, the funding will be passed on to the bus operators to allow them to purchase and fit the technology. There is no capital expenditure for the Council, although there will be some staff resource involved in managing the project. The maintenance and additional operational costs of the systems will be met by the bus operators.

9. The bid was complex to develop, involving three bus operators (Go North East, Stagecoach and Arriva) and two technology manufacturers, and requiring specific detailed information on the vehicles involved. This information was only finalised shortly before the bid deadline of 17 November 2017. As it was necessary to submit by this time, a delegated decision was made in relation to the bid, as detailed in Appendix 2.

### **Consultation**

10. The Cabinet Members for Environment and Transport have been consulted.

### **Alternative Options**

11. Alternative options were considered in relation to the exhaust technology included in the bid, but SCRT systems have a proven record of effectiveness from previous rounds of Clean Bus Technology Funding, which is felt to be important in submitting a cost effective bid.
12. An alternative option would also have been to not submit an application, but this would have been a lost opportunity in starting to address the NO<sub>2</sub> exceedances identified by DEFRA.

### **Implications of Recommended Option**

#### **13. Resources:**

- a) **Financial Implications** – The Strategic Director, Corporate Resources confirms that there are no direct financial implications arising from this report. Should the application be successful, the funding would be passed to bus operators to procure the necessary equipment.
- b) **Human Resources Implications** – The delivery of this project will require project management input which will be met from the existing resource within Communities and Environment.

- c) **Property Implications** – There are no property implications.
14. **Risk Management Implication** - There are no risk management implications.
15. **Equality and Diversity Implications** - There are no equality and diversity implications arising directly from this report.
16. **Crime and Disorder Implications** – There are no crime and disorder implications arising directly from this report.
17. **Health Implications** – The reduction in vehicle emissions brought about by a successful bid will provide health benefits along the routes involved. The bid was supported by the Director of Public Health.
18. **Sustainability Implications** - The proposal will assist in providing the basis for a transport system capable of supporting the Borough's environmental, social and economic objectives in a sustainable fashion.
19. **Human Rights Implications** - There are no human rights implications.
20. **Area and Ward Implications** - The proposals will have implications for all wards, with the exception of Whickham South and Sunnyside.

**APPENDIX 2**

Service: Development Transport & Public Protection



**RECORD OF EXECUTIVE DECISION**

**TITLE:** Clean Bus Technology Fund 2017

**DELEGATED:** Urgent action to submit a bid to Government for the above funding stream.

**POWER:** Gateshead Council Constitution (13<sup>th</sup> Edition – July 2016)  
Part 2 General Delegations to Managers – Paragraphs 4c & 4e

**DECISION:** The Clean Bus Technology Fund was announced by Government in September 2017, targeting the delivery of projects in 2017/18 and 2018/19 to support bus modifications that would bring the exhaust emissions of older vehicles up to Euro VI engine standards. While open to all authorities, funding would be targeted on Authorities where NO<sub>2</sub> exceedances have been identified.

This is the case for Gateshead, Newcastle and North Tyneside and officers from the three authorities have been working together on this activity. While treating bus emissions will not, on its own, address NO<sub>2</sub> exceedances, it is a tangible quick win that will contribute to a wider solution. With that in mind, officers from the NECA authorities felt the best way forward was for Gateshead, Newcastle and North Tyneside to each make separate, but related, bids to the fund in an attempt to maximise the funding for the area as a whole.

The bid was complex to pull together as it involved three bus operators (Go North East, Stagecoach and Arriva) and two technology manufacturers. The list of vehicles involved, their engine type, the cost of the technology for each vehicle, and hence the overall scope and value of the bid, was only finalised in the week before the submission deadline of 17<sup>th</sup> November 2017.

Therefore, in accordance with the above delegations, an urgent action was taken in submitting the bid application to DEFRA.

Total bid value: £1,502,180

Paul Dowling – Strategic Director, Communities & Environment

Signed		14/12/17
Dated		14/12/17

DARREN COLLINS – STRATEGIC DIRECTOR, CORPORATE RESOURCES