



**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

[www.plymouth.gov.uk/democracy](http://www.plymouth.gov.uk/democracy)

Published 24/04/24

## Delegated Decisions

### Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Wednesday 1 May 2024. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented on Thursday 2 May 2024 if they are not called-in.

## **Delegated Decisions**

- I. **L66 23/24 Department for Transport Zero Emission Bus  
Regional Areas scheme (ZEBRA 2) Addition to the Capital  
Programme:** **(Pages 1 - 52)**

# EXECUTIVE DECISION

made by a Cabinet Member



## REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – L66 23/24

Decision	
1	<b>Title of decision:</b> Department for Transport Zero Emission Bus Regional Areas scheme (ZEBRA 2): Addition to the Capital Programme
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Tudor Evans OBE (Leader of Plymouth City Council)
3	<b>Report author and contact details:</b> Rosemary Starr (Sustainable Transport Manager) (T) 01752 305514 (E) <a href="mailto:rosemary.starr@plymouth.gov.uk">rosemary.starr@plymouth.gov.uk</a>
4	<b>Decision to be taken:</b> That the Leader: <ol style="list-style-type: none"> <li>Approves the addition of £10,342,976 to the Capital Programme awarded to Plymouth City Council by the Department for Transport from the Zero Emission Bus Regional Area 2 Fund;</li> <li>Approves the addition of £1,188,048 to the Capital Programme to be paid to Plymouth City Council by Cornwall Council for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project;</li> <li>Approves the addition of £750,000 Community Infrastructure Levy funding to the Capital Programme for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project.</li> </ol>
5	<b>Reasons for decision:</b> <p><i>1. Approves the addition of £10,342,976 to the Capital Programme awarded to Plymouth City Council by the Department for Transport from the Zero Emission Bus Regional Area 2 Fund.</i></p> <p>Approval is needed to allow the funding which has been awarded to Plymouth City Council by the Department for Transport, from the Zero Emission Bus Regional Area 2 fund, to be added to the Council's Capital Programme in order to allow the project to be delivered.</p> <p><i>2. Approves the addition of £1,188,048 to the Capital Programme to be paid to Plymouth City Council by Cornwall Council for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project.</i></p> <p>Cornwall Council are a partner to the Plymouth ZEBRA programme and have committed £1,188,048 towards the delivery of the project. Approval is needed to allow Cornwall Council's contribution to the Plymouth ZEBRA programme to be added to the capital programme in order to allow the project to be delivered.</p> <p><i>3. Approves the addition of £750,000 Community Infrastructure Levy funding to the Capital Programme for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project.</i></p>

	<p>The £750,000 from the Community Infrastructure Fund is Plymouth City Council's contribution to the Plymouth ZEBRA project. Approval is therefore needed to add the contribution to the capital programme in order to allow the project to be delivered.</p>
<p><b>6</b></p>	<p><b>Alternative options considered and rejected:</b></p> <p><i>1. To not add the funding awarded by the Department for Transport's Zero Emission Bus Regional Areas scheme (ZEBRA 2), for the Plymouth ZEBRA project, to the Capital Programme.</i></p> <p>This option has been rejected because it would prevent the Plymouth Zero Emission Bus Area Project (as described in <a href="#">Executive Decision L32 23/24</a>) to be delivered.</p> <p>The project represents a transformational opportunity to modernise Plymouth's bus fleet, significantly advance the Council's commitment to decarbonise transport and boost bus patronage through a multi-million investment, by members of the statutory Plymouth Enhanced Partnership, in Zero Emission Buses (ZEBs) and hence needs to be delivered.</p> <p><i>2. To not add the funding contribution for the Plymouth ZEBRA 2 project, from Cornwall Council to the Capital Programme.</i></p> <p>Cornwall Council are a partner to the Plymouth ZEBRA programme and have committed £1,188,048 towards the delivery of the project. However, Plymouth City Council are the programme lead and as such are the accountable body for all aspects of the project. The Council therefore needs to receive and subsequently administer the financial contribution from the partnering Local Transport Authority.</p>
<p><b>7</b></p>	<p><b>Financial implications and risks:</b></p> <p>Plymouth City Council have been awarded £10,342,976 of capital funding from the Department for Transport's Zero Emission Bus Regional Area 2 (ZEBRA 2) fund of which £9,515,670 is core funding and a further £827,306 is contingency funding.</p> <p>The Department for Transport will retain the contingency fund to be drawn down if and when risks in the quantified risk assessment, included as part of the bid submission, materialise.</p> <p>The £10,342,976 will be profiled as follows: £7,472,897 in FY23/24 and £2,870,079 in FY24/25, subject to placement of orders for buses no later than January 2025. The contingency fund can be drawn down on a 50/50 proportional basis as and when quantified risks materialise.</p> <p>The agreed funds will be issued to the Authority as non-ringfenced grant payments under Section 31 of the Local Government Act, for capital expenditure as agreed in the bid.</p> <p>The total value of the Plymouth ZEBRA 2 programme is £31,873,110.</p>

	<p>£10,342,976 is being provided by the Department for Transport. The remaining £21,530,134 of funding is being provided by Plymouth City Council, Plymouth Citybus / The Go-Ahead Group and Cornwall Council.</p> <p>The financial contribution by Plymouth City Council, which is being funded from the Community Infrastructure Fund levy, is £750,000. This is a fixed financial contribution.</p> <p>The financial contribution by Cornwall Council is £1,188,048. This is a fixed financial contribution.</p> <p>Should costs exceed those set out in the bid to the DfT's ZEBRA 2 fund, then under the terms and conditions of the Fund cost exceedances will need to be covered by local contributions. However, Local Transport Authorities (LTAs) were able to request grant funding to cover up to 50% of total contingency costs, for vehicles and infrastructure. The Plymouth submission therefore included a contingency fund, to reduce this risk with the Go-Ahead Group agreeing to cover any costs over and above those – for both vehicles and infrastructure – which are not covered by the bid.</p>			
8	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p> <p>Please type an X into the relevant boxes</p>	<p><b>Yes</b></p>	<p><b>No</b></p>	<p><b>Per the Constitution, a key decision is one which:</b></p> <p><b>X</b> in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total</p> <p><b>X</b> in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b></p> <p><b>X</b> is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.</p>
	<p>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></p>			
9	<p><b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b></p>	<p>Investment in Zero Emission Buses which the Plymouth ZEBRA 2 project enables directly supports both the Corporate Plan and Plymouth Plan.</p> <p><b>Links to the Corporate Plan: -</b></p> <p>Investment in zero emission buses directly supports the city's mission to '[make] Plymouth a fairer, greener city where everyone does their bit.'</p> <p>As lead for the Plymouth ZEBRA 2 project, we are taking <b>responsibility</b> for the improvement of Plymouth's bus services. However, the project is <b>co-</b></p>		


	<p><b>operative</b>, involving Plymouth Citybus / The Go-Ahead Group and Cornwall Council and hence the Council are working closely with Plymouth's public transport providers, and neighbouring Local Transport Authorities, to deliver a bus network which helps to make Plymouth a great place to grow up and grow old.</p> <p><b>Links to the Plymouth Plan: -</b></p> <p>The Plymouth ZEBRA 2 project supports the delivery of the strategy set out within the Plymouth Plan and in particular policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system) and GRO4 (Using transport investment to drive growth, and commitment to facilitate the use of sustainable transport modes).</p> <p>The Plymouth Plan seeks to help deliver a transport system that enables and encourages sustainable and active travel choices, provides good accessibility for the city's population to jobs and services, and supports a healthy environment. Through the ZEBRA 2 programme we will actively support the Plymouth Plan policy commitments to: -</p> <ul style="list-style-type: none"> <li>• HEA6(1) [Use] the planning process to address air quality, carbon emissions and noise pollution.</li> <li>• HEA6(2) [Design] transport infrastructure projects to take full account of the needs of all users, the wider community and place shaping needs of the area, whilst also helping to minimise air quality, carbon emissions and noise pollution.</li> <li>• HEA6(7) [Invest] in and promot[e] the growth of an electric vehicle charging network and encouraging electric vehicle take-up and use and continuing to work with partners to harness the benefits of alternative fuel technologies in both land and marine environments.</li> <li>• HEA6(10) [Work] with regional partners, agencies and public transport operators to deliver an integrated transport system across all modes covering key locations within and adjoining the Plymouth Travel to Work Area.</li> <li>• GRO4 (1) [Continue] to support the High-Quality Public Transport Network and improve public and sustainable transport services through, where appropriate, subsidies and new infrastructure and</li> </ul>
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<ul style="list-style-type: none"> <li>GRO4(15) [Develop and deliver] targeted infrastructure interventions, consistent with the long-term vision and objectives for transport set out in the <a href="#">Joint Local Plan</a>.</li> </ul> <p>The ZEBRA 2 project also positively supports the delivery of the commitments within the Plan to help deliver targeted integrated transport measures to help support the sustainable growth of Plymouth, in accordance with the vision, objectives and policies of the Plymouth and South West Devon <a href="#">Joint Local Plan</a>. Specifically: SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, and SPT9(9) (delivering transport projects which provide a safe and effective transport system).</p> <p>The ZEBRA 2 programme also allows the achievement of the aspirations of the <a href="#">Plymouth Bus Service Improvement Plan</a> which is a delivery plan of the Plymouth Plan.</p>
<p><b>10</b></p>	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	<p>Cutting emissions from travel is a top priority for the city. Transport accounted for the largest part of our city’s CO<sub>2</sub>e emissions in 2019 (29%) and transport as a sector is not decarbonising at the necessary pace to make Plymouth carbon neutral by 2030.</p> <p>Public transport, particularly buses, plays a key role in the net zero transition and the delivery of the City’s Bus Service Improvement Plan, in which the provision of zero emission buses feature, is a cornerstone of our city’s net zero strategy.</p> <p>The Plymouth ZEBRA 2 project will see the introduction of 50 Zero Emission Buses operating on routes either solely, or partly, within Plymouth. It will also improve the environmental performance of other bus routes in the city, which will not be served by the zero emission buses, through the cascade of more modern vehicles from those routes which are served by the zero emission buses.</p> <p>The investment in modern zero emission buses will not only have direct carbon benefits it is also anticipated that the investment in modern vehicles, a priority for Plymouth passengers as evidenced by the autumn 2023 passenger priority survey, will encourage modal shift</p>

		away from the private car, thereby further reducing carbon emissions.		
<b>Urgent decisions</b>				
<b>I 1</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b> Please type an X into the relevant box	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	<b>X</b>	<b>(If no, go to section I 3a)</b>
<b>I 2a</b>	<b>Reason for urgency:</b>			
<b>I 2b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>I 3a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	<b>X</b>	
		<b>No</b>		<b>(If no go to section I 4)</b>
<b>I 3b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport  Councillor Tom Briars-Delve, Cabinet Member for Environment and Climate Change		
<b>I 3c</b>	<b>Date Cabinet member consulted</b>	11 April 2024		
<b>I 4</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b> Please type an X into the relevant box	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	<b>X</b>	
<b>I 5</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne	
		<b>Job title</b>	Strategic Director for Place	
		<b>Date consulted</b>	10 April 2024	
<b>Sign-off</b>				
<b>I 6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS 140 23/24	



		<b>Finance (mandatory)</b>	DJN.24.25.003					
		<b>Legal (mandatory)</b>	LS/2429/kt/5424					
		<b>Human Resources (if applicable)</b>	Not applicable					
		<b>Corporate property (if applicable)</b>	Not applicable					
		<b>Procurement (if applicable)</b>	Not applicable					
<b>Appendices</b>								
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Zero Emission Bus Regional Areas scheme (ZEBRA 2) - Briefing report for publication						
	B	Zero Emission Bus Regional Areas scheme (ZEBRA 2) – Business case						
	C	Zero Emission Bus Regional Areas scheme (ZEBRA 2) - Equalities Impact Assessment						
	D	Zero Emission Bus Regional Areas scheme (ZEBRA 2) - Climate Impact Assessment						
<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b> Please type an X into the relevant box	<b>Yes</b>	<input type="checkbox"/>					
		<b>No</b>	<input checked="" type="checkbox"/>					
		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)						
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	Please list all unpublished, background papers relevant to the decision in the table below.  Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

Department for Transport Funding Award Notification			X				
Memorandum of Understanding Between Department for Transport and Plymouth City Council			X				
<b>Cabinet Member Signature</b>							
<b>20</b>	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.						
<b>Signature</b>			<b>Date of decision</b>	24 <sup>th</sup> April 2024			
<b>Print Name</b>	Cllr Tudor Evans						

**Department for Transport Zero Emission Bus Regional Areas scheme  
(ZEBRA 2): Addition to the Capital Programme  
Briefing Report for Publication**



## **I. EXECUTIVE SUMMARY**

Plymouth City Council led a bid to the Department for Transport's Zero Emission Bus Regional Areas Scheme (ZEBRA 2), in partnership with Plymouth Citybus Ltd (part of The Go-Ahead Group Ltd) and Cornwall Council. The bid was successful.

The Plymouth ZEBRA 2 project will see the introduction of 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse.

The acquisition of the electric buses will not only enhance the routes which they will operate on but will also allow the cascade of existing Euro 6 diesel buses displaced from the electrified routes onto other services in Plymouth and South-East Cornwall, thereby modernising the entire Plymouth Citybus fleet operating in the Plymouth Travel to Work Area.

Improvements to the quality of public transport in Plymouth and our Travel to Work Area will support the delivery of equality outcomes. These will be delivered through increased accessibility of the buses funded by the bid, improvements in the quality of transport to places of work, education, leisure and healthcare and improvements in air quality.

The operation of zero emission buses will also strongly support Plymouth City Council's Climate Change ambitions as articulated in the Net Zero Action Plan ([NZAP Transport | PLYMOUTH.GOV.UK](#)) and on the Climate Connections website ([Travel - Climate Connections Plymouth](#)). This is evidenced by the Climate Impact Assessment supporting this Decision.

The value of the Plymouth ZEBRA 2 project is £31,873,110. This consists of £30,218,498 of 'core' costs and a further £1,654,612 of contingency funding.

£10,342,976 is being provided by the Department for Transport. The remaining £21,530,134 of funding is being provided by Plymouth City Council, Plymouth Citybus / The Go-Ahead Group and Cornwall Council.

The financial contribution by Plymouth City Council, which is being funded from the Community Infrastructure Fund levy, is £750,000. This is a fixed financial contribution.

The financial contribution by Cornwall Council, which is being funded from Carbon Neutral Cornwall (CNC) fund is £1,188,048. This is a fixed financial contribution.

The financial contribution by The Go-Ahead Group, including a contingency sum, is £19,592,086.

## **2. BACKGROUND**

The Department for Transport (DfT) launched an opportunity in September 2023 to apply for Zero Emission Bus Regional Area funding (ZEBRA 2). Through the Fund the DfT would contribute up to 75% of the cost difference between a Zero Emission Bus (ZEB) and an equivalent standard conventional diesel bus of the same total passenger capacity and for infrastructure, the DfT would contribute up to 75% of the total capital expenditure incurred as a result of its purchase and installation. Local Transport Authorities (LTAs) could also request grant funding to cover up to 50% of total contingency costs, for vehicles and infrastructure.

Buses funded by the grant, in accordance with the National Bus Strategy, had to provide an enhanced level of accessibility and hence deliver a betterment in the quality of the vehicles which the electric buses will replace.

Funding would only be awarded to LTAs that had made an enhanced partnership or had begun following the statutory process to decide whether to implement franchising. Plymouth complied with this requirement, following the formation of the Plymouth Enhanced Bus Partnership in April 2023 and submitted a bid to the Fund in December 2023, in partnership with Plymouth Citybus Ltd (part of the Go-Ahead Group) and Cornwall Council. This bid was successful.

## **3. PLYMOUTH ZEBRA 2 PROJECT SUMMARY**

### **3.1 Plymouth ZEBRA 2 Project**

The Plymouth ZEBRA 2 Project is a collaboration between Plymouth City Council, Cornwall Council, Plymouth Citybus and the Go-Ahead Group.

It will see the introduction of 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse.

The project will improve public transport in Plymouth and the Travel to Work Area. It also has the potential to provide wider community benefits through providing opportunities linked to the maintenance of commercial electric vehicles, with Plymouth Citybus committed to exploring opportunities such as apprenticeships and training both in the use of the new ZEBs and their maintenance. The project also supports Plymouth's wider transport decarbonisation work. This is because there is scope for the charging infrastructure to be used by other transport modes, such as community transport and school minibuses, at such time as these fleets are electrified; a proposal which Plymouth Citybus are supportive of.

All bus operators in the statutory Plymouth Enhanced Bus Partnership were notified of the intention of the Council to submit a bid to the ZEBRA 2 Fund and provided the opportunity to partner with the Council. However, only Plymouth Citybus choose to participate in the Plymouth submission.

Cornwall Council were keen to partner the Plymouth bid because a number of routes which operate into South-East Cornwall start and end in Plymouth, with the buses on these routes garaged at the Milehouse bus depot.

Due to the costs involved in electrifying the vehicles, and providing the necessary charging infrastructure, it was uneconomical just to electrify the buses operating from Plymouth into Cornwall. However, it did make sense to include them as part of a bigger package (the urban Plymouth ZEBRA 2 project) and their inclusion was felt to strengthen the Plymouth submission by adding an element of rurality to the proposals.

Through the project, Go-Ahead will predominantly fund the cost of the electric buses, with a contribution from Cornwall Council for those needed for the subsidised services on the Rame Peninsula, and the Local Transport Authorities (Plymouth City Council and Cornwall Council) will predominantly fund the charging infrastructure at the Citybus depot.

The contributions from the Local Transport Authorities are fixed with the Go-Ahead Group accepting liability for cost increases over and above those set out in the bid. This agreement will be formalised through a collaboration agreement between Plymouth City Council, Cornwall Council, Plymouth Citybus Ltd and The Go-Ahead Group.

### 3.2 Plymouth ZEBRA 2 Project; alignment with Corporate Priorities

The Council's mission, as set out in the [2023 Corporate Plan](#), is to '[make] Plymouth a fairer, greener city, where everyone does their bit' and public transport has a key role to play in achieving this ambition.

In Plymouth, 24.9 per cent of households are without access to a car or van. Furthermore, 15 per cent of men and 31 per cent of women do not have a driving licence. The bus is therefore crucial to enable residents to access school and work, healthcare and shops, friends and family as well as enabling visitors to travel to, from and within Britain's Ocean City.

As a green mass transit solution, buses also have a key role to play in our response to the city's climate emergency declaration and supporting Plymouth's sustainable growth. This is why the Council's vision, as set out in the 2023 Bus Service Improvement Plan, is *'to create a thriving bus network where everyone can be connected to important people and places, by services that are frequent, reliable, fast, affordable, safe and clean, which will also help Plymouth to achieve its net zero goals by 2030'*.

In order to realise this vision, buses need to be both tools of inclusion and the transport of choice and to do that we know that we need to provide better bus services. Investment in Zero Emission Buses will deliver a better bus service for Plymouth and directly supports the aspirations of both the Corporate Plan and Plymouth Plan.

#### Links to the Corporate Plan: -

Investment in zero emission buses directly supports the city's mission to '[make] Plymouth a fairer, greener city where everyone does their bit.'

As lead for the Plymouth ZEBRA 2 project, we are taking **responsibility** for the improvement of Plymouth's bus services. However, the delivery of the project is **co-operative**, involving Plymouth Citybus, the Go-Ahead Group and Cornwall Council and hence we are working closely with Plymouth's public transport providers, and one of our neighbouring authorities, to deliver a bus network which helps to make Plymouth a great place to grow up and grow old.

**Links to the Plymouth Plan: -**

The Plymouth ZEBRA 2 project supports the delivery of the strategy set out within the Plymouth Plan and in particular policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system) and GRO4 (Using transport investment to drive growth, and commitment to facilitate the use of sustainable transport modes).

The Plymouth Plan seeks to help deliver a transport system that enables and encourages sustainable and active travel choices, provides good accessibility for the city's population to jobs and services, and supports a healthy environment. Through the ZEBRA 2 programme we will actively support the Plymouth Plan policy commitments to: -

- HEA6(1) [Use] the planning process to: - address air quality, carbon emissions and noise pollution.
- HEA6(2) [Design] transport infrastructure projects to take full account of the needs of all users, the wider community and place shaping needs of the area, whilst also helping to minimise air quality, carbon emissions and noise pollution.
- HEA6(7) [Invest] in and promot[e] the growth of an electric vehicle charging network and encouraging electric vehicle take-up and use.
- HEA6(10) [Work] with regional partners, agencies and public transport operators to deliver an integrated transport system across all modes covering key locations within and adjoining the Plymouth Travel to Work Area
- GRO4 (1) [Continue] to support the High-Quality Public Transport Network and improve public and sustainable transport services through, where appropriate, subsidies and new infrastructure and
- GRO4(15) [Develop and deliver] targeted infrastructure interventions, consistent with the long-term vision and objectives for transport set out in the [Joint Local Plan](#).

The ZEBRA 2 project also positively supports the delivery of the commitments within the Plan to help deliver targeted integrated transport measures to help support the sustainable growth of Plymouth, in accordance with the vision, objectives and policies of the Plymouth and South West Devon [Joint Local Plan](#). Specifically: SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, and SPT9(9) (delivering transport projects which provide a safe and effective transport system).

The ZEBRA 2 programme also allows the achievement of the aspirations of the [Plymouth Bus Service Improvement Plan](#) which is a delivery plan of the Plymouth Plan

### **3.3 Plymouth ZEBRA 2 Project; alignment with the Bus Service Improvement Plan**

The vision for Plymouth's buses, as articulated in the 2023 Bus Service Improvement Plan, is to create a thriving bus network where everyone can be connected to important people and places, by services that are frequent, reliable, fast, affordable, safe and clean, which will also help Plymouth to achieve its net zero goals by 2030.

Nine passenger priorities underpin the BSIP and more than 1800 people, in response to the summer 2023 passenger priority survey told us that their priorities for bus services, in order, were: frequent,

reliable and fast, affordable, direct and connected, accessible, safe, simple and understandable, modern and clean.

The Plymouth ZEBRA 2 project delivers against four of the nine passenger priorities, frequency, accessibility, simple and understandable and modern, demonstrating the Plymouth Enhanced Partnership's commitment to improving Plymouth's bus services and delivering against what's important for Plymouth's bus passengers.

The introduction of zero emission buses will also allow the delivery of projects set out with the 2023 BSIP including 'introduc[ing] Zero Emission Buses (ZEBs), initially on the 6 core [BSIP] corridors before rolling out ZEBs to the entire fleet, in conjunction with neighbouring authorities' and "facilitating the replacement of all of our community transport vehicles with five new electric minibuses and associated charging infrastructure'. This bid achieves the latter ambition, in part, through the provision of charging infrastructure at the Citybus depot. The infrastructure will be available to use during the day, when the ZEBs are in service, and Plymouth Citybus are supportive of community transport, and school, minibuses, utilising the infrastructure.

### **3.4 Plymouth ZEBRA 2 Project; alignment with the Net Zero Action Plan and Air Quality Action Plan**

Securing funding from the DfT's ZEBRA 2 Fund supports the Plymouth [Net Zero Action Plan](#) (NZAP), as demonstrated by the Climate Impact Assessment accompanying this Decision.

Cutting carbon emissions from travel is a top priority for the city. Transport accounted for the largest part of our city's CO<sub>2</sub>e emissions in 2019 (29%) and transport as a sector is not decarbonising at the necessary pace to make Plymouth carbon neutral by 2030, a pledge made by the Council unanimously in 2019 when Plymouth declared a Climate Emergency.

Tackling city transport emissions will require a shift in the uptake of active travel and public transport, and to that effect, the council made a triple commitment to:

- Provide a local policy framework that facilitates the decarbonisation of the transport system. (NZAP T4)
- Provide public infrastructure needed to meet the city's low carbon transport needs. (NZAP T5)
- Co-produce decarbonisation plans and initiatives with partners from across the transport system. (NZAP T6)

The approach to reaching net zero in Plymouth by 2030, outlined on the [Climate Connections website](#), encourages policy makers and service providers to work in partnership to make all the elements of the city's transport system interact well together, including park and ride, public transport, walking and cycling options and parking policies, with public transport, particularly buses, being recognised as having a key role in the net zero transition.

Securing funding to decarbonise approximately half of the Plymouth Citybus fleet based in Plymouth, benefitting both routes in Plymouth and our wider travel to work area, will make a significant contribution to reducing transport emissions and supports both the Council's and partners efforts towards tackling climate change. The Plymouth ZEBRA 2 project therefore satisfies all three commitments set out in the NZAP.

Decarbonising 50 double decker buses also supports the Council's air quality aspirations, both directly, through the operation of zero emission vehicles and indirectly through encouraging modal shift away from the private car, due to the introduction of modern, higher quality vehicles on local bus routes. The Plymouth ZEBRA 2 project will therefore not only support our work on climate change, but it will also improve air quality, in turn delivering associated public health benefits.

#### **4. ALTERNATIVE OPTIONS**

The following alternative options were considered and rejected:

*To not add the funding awarded by the Department for Transport's Zero Emission Bus Regional Areas scheme (ZEBRA 2), for the Plymouth ZEBRA project, to the Capital Programme.*

This option has been rejected because it would prevent the Plymouth Zero Emission Bus Area Project (as described in [Executive Decision L32 23/24](#)) to be delivered.

The project represents a transformational opportunity to modernise Plymouth's bus fleet, significantly advance the Council's commitment to decarbonise transport and boost bus patronage through a multi-million investment, by members of the statutory Plymouth Enhanced Partnership, in Zero Emission Buses (ZEBs) and hence needs to be delivered.

*To not add the funding contribution for the Plymouth ZEBRA 2 project, from Cornwall Council to the Capital Programme.*

Cornwall Council are a partner to the Plymouth ZEBRA programme and have committed £1,188,048 towards the delivery of the project. However, Plymouth City Council are the programme lead and as such are the accountable body for all aspects of the project. The Council therefore needs to receive and subsequently administer the financial contribution from the partnering Local Transport Authority.

#### **5. FINANCIAL IMPLICATIONS AND RISK**

Plymouth City Council have been awarded £10,342,976 of capital funding from the Department for Transport's Zero Emission Bus Regional Area 2 (ZEBRA 2) fund of which £9,515,670 is core funding and a further £827,306 is contingency funding.

The Department for Transport will retain the contingency fund to be drawn down if and when risks in the quantified risk assessment, included as part of the bid submission, materialise.

The £10,342,976 will be profiled as follows: £7,472,897 in FY23/24 and £2,870,079 in FY24/25, subject to placement of orders for buses no later than January 2025. The contingency fund can be drawn down on a 50/50 proportional basis as and when quantified risks materialise.

The agreed funds will be issued to the Authority as non-ringfenced grant payments under Section 31 of the Local Government Act, for capital expenditure as agreed in the bid.

The total value of the Plymouth ZEBRA 2 programme is £31,873,110.



£10,342,976 is being provided by the Department for Transport. The remaining £21,530,134 of funding is being provided by Plymouth City Council, Plymouth Citybus / The Go-Ahead Group and Cornwall Council.

The financial contribution by Plymouth City Council, which is being funded from the Community Infrastructure Fund levy, is £750,000. This is a fixed financial contribution.

The financial contribution by Cornwall Council is £1,188,048. This is a fixed financial contribution.

Should costs exceed those set out in the bid to the DfT's ZEBRA 2 fund, then under the terms and conditions of the Fund cost exceedances will need to be covered by local contributions. However, Local Transport Authorities (LTAs) were able to request grant funding to cover up to 50% of total contingency costs, for vehicles and infrastructure. The Plymouth submission therefore included a contingency fund, to reduce this risk with the Go-Ahead Group agreeing to cover any costs over and above those – for both vehicles and infrastructure – which are not covered by the bid.

## 6. TIMESCALES

Figure one sets out the ZEBRA 2 timeline, from bid submission to project delivery.

**Figure One: ZEBRA 2 timeline.**

Deadline to submit application	4pm 15 December 2023
DfT reviews and makes funding decisions	March 2024
Funding for 23/24 financial year awarded to successful LTAs	By March 2024
Order placed for Zero Emission Buses	By 31 January 2025
Funding for 24/25 financial year awarded to successful LTAs	By March 2025
All buses to come into service within 2 years of initial funding being awarded	By March 2026

## 7. RECOMMENDATIONS

It is recommended that the Leader:

1. Approves the addition of £10,342,976 to the Capital Programme awarded to Plymouth City Council by the Department for Transport from the Zero Emission Bus Regional Area 2 Fund;
2. Approves the addition of £1,188,048 to the Capital Programme to be paid to Plymouth City Council by Cornwall Council for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project;
3. Approves the addition of £750,000 Community Infrastructure Levy funding to the Capital Programme for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project.

This page is intentionally left blank

## CAPITAL INVESTMENT BUSINESS CASE

Department for Transport Zero Emission Bus Regional Areas scheme (ZEBRA 2): Addition to the Capital Programme



### EXECUTIVE SUMMARY

Plymouth City Council led a successful bid to the Department for Transport's Zero Emission Bus Regional Areas Scheme (ZEBRA 2), in partnership with Plymouth Citybus Ltd (part of The Go-Ahead Group Ltd) and Cornwall Council.

The bid will see the introduction of 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse.

The acquisition of the electric buses will not only enhance the routes which they will operate on but will also allow the cascade of existing Euro 6 diesel buses displaced from the electrified routes onto other services in Plymouth and South-East Cornwall, thereby modernising the entire Plymouth Citybus fleet operating in the Plymouth Travel to Work Area.

Improvements to the quality of public transport in Plymouth and our Travel to Work Area will support the delivery of equality outcomes. These will be delivered through increased accessibility of the buses funded by the bid, improvements in the quality of transport to places of work, education, leisure and healthcare and improvements in air quality.

The operation of zero emission buses will also strongly support Plymouth City Council's Climate Change ambitions as articulated in the Net Zero Action Plan ([NZAP Transport | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/nzap-transport)) and on the Climate Connections website ([Travel - Climate Connections Plymouth](https://www.plymouth.gov.uk/travel-climate-connections)). This is evidenced by the Climate Impact Assessment supporting this Decision.

The value of the Plymouth ZEBRA 2 project is £31,873,110

£10,342,976 is being provided by the Department for Transport. The remaining £21,530,134 of funding is being provided by Plymouth City Council, Plymouth Citybus / The Go-Ahead Group and Cornwall Council.

The financial contribution by Plymouth City Council, which is being funded from the Community Infrastructure Fund levy, is £750,000. This is a fixed financial contribution.

The financial contribution by Cornwall Council is £1,188,048. This is a fixed financial contribution.

Should costs exceed those set out in the bid to the DfT's ZEBRA 2 fund, then under the terms and conditions of the Fund cost exceedances will need to be covered by local contributions. However, Local Transport Authorities (LTAs) were able to request grant funding to cover up to 50% of total contingency costs, for vehicles and infrastructure. The Plymouth submission therefore included a contingency fund, to reduce this risk with the

Go-Ahead Group agreeing to cover any costs over and above those – for both vehicles and infrastructure – which are not covered by the bid.

The key risk to the project is costs exceeding those included in the bid. This is being mitigated for by the contingency sum included within the bid. The risk of costs exceeding the budget, for the Council's contribution, is being further managed by the Council's contribution being fixed at £750,000.

The delivery of the project, including the financial arrangements, will be managed through a collaboration agreement between Plymouth City Council, as the accountable body for the bid, Cornwall Council, Plymouth Citybus and the Go-Ahead Group.

The Go-Ahead Group will own and operate the vehicles and instal and own the charging infrastructure. The buses will remain on the Plymouth & Cornwall routes for at least five years.

### SECTION I: PROJECT DETAIL

<b>Project Value (indicate capital or revenue)</b>	£31,873,110 (including the contingency)  £30,218,498 (excluding the contingency)  Capital	<b>Contingency (show as £ and % of project value)</b>	£1,654,612  (5%)
<b>Programme</b>	Transport	<b>Directorate</b>	Place
<b>Portfolio Holder</b>	Cllr Mark Coker, Strategic Planning and Infrastructure	<b>Service Director</b>	Paul Barnard, Service Director for Strategic Planning and Infrastructure
<b>Senior Responsible Officer (client)</b>	Philip Heseltine, Head of Transport	<b>Project Manager</b>	Rosemary Starr, Sustainable Transport Manager
<b>Address and Post Code</b>	Strategic Planning and Infrastructure Plymouth City Council Ballard House West Hoe Road Plymouth PL1 3BJ	<b>Ward</b>	Citywide

**Current Situation:** *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

Plymouth City Council led, in partnership with Cornwall Council, Plymouth Citybus and the Go-Ahead Group, a bid to the Department for Transport's (DfT) Zero Emission Bus Regional Area (ZEBRA 2) fund.

ZEBRA 2 provided £129 million to support the introduction of Zero Emission Buses (ZEBs) in financial years 2023/24 and 2024/25 with the DfT providing a contribution towards both the cost of Zero Emission Buses and the necessary associated infrastructure. Through the Fund the DfT would contribute up to 75% of the cost difference between a ZEB and an equivalent standard conventional diesel bus of the same

total passenger capacity. For infrastructure, the DfT would contribute up to 75% of the total capital expenditure incurred as a result of its purchase and installation.

Bids had to be led by Local Transport Authorities with funding only being awarded to Local Transport Authorities that had made an Enhanced Bus Partnership or had begun following the statutory process to decide whether to implement franchising. Plymouth complied with this requirement, following the formation of the Plymouth Enhanced Bus Partnership in April 2023 and submitted a bid to the Fund in December 2024 (as detailed in [Executive Decision L32 23/24](#)).

The Plymouth bid was successful and the DfT awarded the Council £10,342,976 for the delivery of the Plymouth ZEBRA 2 programme; this Decision concerns the addition of the capital funding awarded by the DfT, and the financial contribution from Cornwall Council, to the Plymouth City Council Capital Programme.

The Plymouth ZEBRA 2 project is a transformational opportunity to modernise Plymouth's bus fleet, in accordance with the Plymouth Bus Service Improvement Plan, significantly advance the Council's commitment to decarbonise transport and boost bus patronage through a multi-million investment in modern, zero emission, vehicles. The project will see the introduction of 50 electric double decker buses, and the required electric vehicle charging infrastructure, in Plymouth and the Rame Peninsula.

#### **Proposal:**

This Decision concerns the addition of the capital funding awarded by the DfT from the Zero Emission Bus Regional Area 2 (ZEBRA 2) Fund, and the financial contribution from Cornwall Council, to the Plymouth City Council Capital Programme, in order to enable the delivery of the Plymouth ZEBRA 2 project.

The Decision is required following the successful bid, by Plymouth City Council, in partnership with Cornwall Council and Plymouth Citybus /The Go-Ahead Group for funding from the DfT's ZEBRA 2 Fund. The project will see the introduction of 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse.

The bid will improve public transport in Plymouth and the Travel to Work Area; the electric double decker buses are a higher quality than the buses they will replace and, furthermore, one of the routes to be electrified will benefit from an enhanced frequency.

Improvements to the quality of public transport in Plymouth will support the delivery of equality outcomes. These will be delivered through increased accessibility of the buses funded by the bid (the Department for Transport requires all buses funded through this bid to meet enhanced accessibility standards<sup>1</sup>), improvements in the quality of transport to

<sup>1</sup> The Department for Transport requires the vehicles funded through the ZEBRA fund to: (1) be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), (2) be compliant with the Accessible Information Regulations (3) provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid and (4) provide an additional space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams. In addition operators must ensure that the buses can be safely and comfortably used by passengers using wheelchairs. They must also ensure that a wheelchair user can easily move between the boarding ramp or lift and the wheelchair space and position themselves appropriately according to the restraint system in use.  
240410 ZEBRA Cap Prog Business Case 0.4

places of work, education and healthcare and improvements in air quality of the citizens of Plymouth and the Rame Peninsula. The operation of zero emission buses will also strongly support Plymouth City Council's Climate Change ambitions as articulated in the Net Zero Action Plan ([NZAP Transport | PLYMOUTH.GOV.UK](#)) and on the Climate Connections website ([Travel - Climate Connections Plymouth](#)).

In addition to the direct benefit to public transport the project will provide wider community benefits through providing opportunities linked to the maintenance of commercial electric vehicles, with Plymouth Citybus committed to exploring opportunities such as apprenticeships and training both in the use of the new ZEBs and their maintenance. The project also supports Plymouth's wider transport decarbonisation work. This is because there is scope for the charging infrastructure to be used by other transport modes, such as community transport and school minibuses, at such time as these fleets are electrified; a proposal which Plymouth Citybus are supportive of.

The delivery of the project, including the financial arrangements, will be managed through a collaboration agreement between Plymouth City Council, as the accountable body for the bid, Cornwall Council, Plymouth Citybus and the Go-Ahead Group.

The Go-Ahead Group will own and operate the vehicles and instal and own the charging infrastructure. The buses will remain on the Plymouth & Cornwall routes for at least five years.

Plymouth City Council, as the accountable body for the funding, are responsible for overseeing the project and disbursing the funds. Adding the Funding from the DfT and Cornwall Council, to the Plymouth City Council Capital Programme, is therefore fundamental to discharging this responsibility, allowing the project to proceed and subsequently allowing electric buses to be brought into service in Plymouth.

**Why is this your preferred option:** *(Provide a brief explanation why this option is preferred) and (Explain why this is a good capital investment and how this would be an advantage for the Council) and (explain how the preferred option is the right balance between the risks and benefits identified below).*

The addition of the DfT ZEBRA 2 funding and the Cornwall Council contribution to the Plymouth ZEBRA 2 project is the preferred option in order to allow the ZEBRA 2 project to be delivered; Plymouth City Council are the accountable body for the DfT funding and hence the funding must be added to the Council's Capital Programme in order for the project (subject to compliance with subsidy control rules) to be delivered. Furthermore, as the lead and accountable body for all aspects of the project the Council needs to receive and subsequently administer the financial contribution from Cornwall Council as well.

The project will allow the introduction of zero emission buses to routes operating in Plymouth and the Rame Peninsula, as well as the necessary associated charging infrastructure.

It represents a transformational opportunity to modernise Plymouth's bus fleet, significantly advance the Council's commitment to decarbonise transport and boost bus patronage through a multi-million investment, by members of the statutory Plymouth Enhanced Partnership, in Zero Emission Buses (ZEBs).

The preferred option is felt to be the right balance between the risks and benefits. The DfT funding will be paid to the Council and hence must be added to the Capital Programme, in order for the project to be delivered and adding the contribution from Cornwall Council to the Capital Programme will mean the Council are best placed to make payments to Plymouth Citybus / The Go-Ahead Group, at key milestones in the project, as set out in the draft collaboration agreement for the project, thereby allowing the efficient delivery of the programme.

Plymouth City Council's financial contribution to the project total is fixed at £750,000 (2% of total project cost). This means that for every £1 of investment by the Council circa £41 of external investment is secured.

**Option Analysis:** (Provide an analysis of 'other' options which were considered and discounted, the options considered must be a 'do Nothing' and 'do minimum' and 'viable alternative' options. A SWOT – Strength, Benefit, Opportunity, Threat analysis could be attached as an appendix).

<b>Do Nothing Option</b>	To not add the funding awarded by the Department for Transport's Zero Emission Bus Regional Areas scheme (ZEBRA 2), for the Plymouth ZEBRA project, to the Capital Programme.
<b>List Benefits:</b>	Plymouth City Council would not need to spend £750,000.
<b>List Risk / Issues:</b>	<p>The funding awarded by the DfT from the ZEBRA 2 Fund would need to be returned and the Plymouth ZEBRA 2 project would not be delivered.</p> <p>This would mean that 50 Zero Emission Buses would not enter service in Plymouth on routes within the City and Rame Peninsula.</p> <p>No benefits to air quality and or a reduction in carbon emissions would be achieved from the replacement of 50 diesel buses with 50 electric buses operating either wholly, or in part, in Plymouth.</p> <p>There is no certainty that future funding, either from the DfT, Cornwall Council and / or the Go-Ahead Group, would be available at a future time and hence there's a risk that buses in Plymouth would not be decarbonised in the period of the Council's Climate Emergency declaration, should this funding opportunity not be pursued.</p>
<b>Cost:</b>	<p>£0</p> <p>Lost opportunity cost - £31,123,110 (Total project cost (£31.9M) less the PCC contribution to the bid of £750,000 which would not be required in this scenario)</p>
<b>Why did you discount this option</b>	<p>This option has been rejected because it would prevent the Plymouth Zero Emission Bus Area Project (as described in <a href="#">Executive Decision L32 23/24</a>) to be delivered.</p> <p>The project represents a transformational opportunity to modernise Plymouth's bus fleet, significantly advance the Council's commitment to decarbonise transport and boost bus patronage through a multi-million investment, by members of the statutory</p>

	Plymouth Enhanced Partnership, in Zero Emission Buses (ZEBs) and hence needs to be delivered.
<b>Do Minimum Option</b>	To not add the funding contribution for the Plymouth ZEBRA 2 project, from Cornwall Council to the Capital Programme.
<b>List Benefits:</b>	This option would reduce the resource cost, to Plymouth City Council, of invoicing Cornwall Council for the required funding contribution and managing said Funds on payment.
<b>List Risk / Issues:</b>	There is a risk of delayed payments to Plymouth Citybus / Go-Ahead Group at key project milestones as the funding contribution from Cornwall Council would need to be received by the Council, prior to a payment being made to Plymouth Citybus / Go-Ahead.
<b>Cost:</b>	£0
<b>Why did you discount this option</b>	Cornwall Council are a partner to the Plymouth ZEBRA programme and have committed £1,188,048 towards the delivery of the project. However, Plymouth City Council are the programme lead and as such are the accountable body for all aspects of the project. The Council therefore needs to receive and subsequently administer the financial contribution from the partnering Local Transport Authority.
<b>Viable Alternative Option</b>	As per the 'Do Minimum' option
<b>List Benefits:</b>	
<b>List Risk / Issues:</b>	
<b>Cost:</b>	
<b>Why did you discount this option</b>	

<b>Strategic Case:</b>	
<b>Which Corporate Plan priorities does this project deliver?</b>	an efficient transport network
	a green sustainable city that cares about the environment
	reduced health inequalities
	The Council's mission, as set out in the <a href="#">2023 Corporate Plan</a> , is to '[make] Plymouth a fairer, greener city, where everyone does their bit' and public transport has a key role to play in achieving this ambition.
	In Plymouth, 24.9 per cent of households are without access to a car or van. Furthermore, 15 per cent of men and 31 per cent of women do not have a driving licence. The bus is therefore crucial to enable residents to access school and work, healthcare and shops, friends and family as well as enabling visitors to travel to, from and within Britain's Ocean City.



As a green mass transit solution, buses also have a key role to play in our response to the city's climate emergency declaration and supporting Plymouth's sustainable growth. This is why the Council's vision, as set out in the 2023 Bus Service Improvement Plan, is *'to create a thriving bus network where everyone can be connected to important people and places, by services that are frequent, reliable, fast, affordable, safe and clean, which will also help Plymouth to achieve its net zero goals by 2030'*.

In order to realise this vision, buses need to be both tools of inclusion and the transport of choice and to do that we know that we need to provide better bus services. Investment in Zero Emission Buses will deliver a better bus service for Plymouth and directly supports the aspirations of both the Corporate Plan and Plymouth Plan.

**Links to the Corporate Plan: -**

Investment in zero emission buses directly supports the city's mission to '[make] Plymouth a fairer, greener city where everyone does their bit.'

As lead for the Plymouth ZEBRA 2 project, we are taking **responsibility** for the improvement of Plymouth's bus services. However, the delivery of the project **co-operative**, involving Plymouth Citybus, the Go-Ahead Group and Cornwall Council and hence we are working closely with Plymouth's public transport providers, and one of our neighbouring authorities, to deliver a bus network which helps to make Plymouth a great place to grow up and grow old.

**Links to the Plymouth Plan: -**

The Plymouth ZEBRA 2 project supports the delivery of the strategy set out within the Plymouth Plan and in particular policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system) and GRO4 (Using transport investment to drive growth, and commitment to facilitate the use of sustainable transport modes).

The Plymouth Plan seeks to help deliver a transport system that enables and encourages sustainable and active travel choices, provides good accessibility for the city's population to jobs and services, and supports a healthy environment. Through the ZEBRA 2 programme we will actively support the Plymouth Plan policy commitments to: -

- HEA6(1) [Use] the planning process to: address air quality, carbon emissions and noise pollution.
- HEA6(2) [Design] transport infrastructure projects to take full account of the needs of all users, the wider community and place shaping needs of the area, whilst also helping to minimise air quality, carbon emissions and noise pollution.

	<ul style="list-style-type: none"> <li>• HEA6(7) [Invest] in and promot[e] the growth of an electric vehicle charging network and encouraging electric vehicle take-up and use.</li> <li>• HEA6(10) [Work] with regional partners, agencies and public transport operators to deliver an integrated transport system across all modes covering key locations within and adjoining the Plymouth Travel to Work Area</li> <li>• GRO4 (1) [Continue] to support the High-Quality Public Transport Network and improve public and sustainable transport services through, where appropriate, subsidies and new infrastructure and</li> <li>• GRO4(15) [Develop and deliver] targeted infrastructure interventions, consistent with the long-term vision and objectives for transport set out in the <a href="#">Joint Local Plan</a>.</li> </ul> <p>The ZEBRA 2 project also positively supports the delivery of the commitments within the Plan to help deliver targeted integrated transport measures to help support the sustainable growth of Plymouth, in accordance with the vision, objectives and policies of the Plymouth and South West Devon <a href="#">Joint Local Plan</a>. Specifically: SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, and SPT9(9) (delivering transport projects which provide a safe and effective transport system).</p> <p>The ZEBRA 2 programme also allows the achievement of the aspirations of the <a href="#">Plymouth Bus Service Improvement Plan</a> which is a delivery plan of the Plymouth Plan.</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date
1 April 2024	30 June 2024	31 December 2025

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS				
<b>Risk Register:</b> <i>The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).</i>				
Potential Risks Identified		Likelihood	Impact	Overall Rating
<b>Risk</b>	Cost increases: Should the costs exceed the funding secured then under the terms and conditions of the Fund cost exceedances would need to be covered by local contributions.	Medium	High	High
<b>Mitigation</b>	Local Transport Authorities (LTAs) could request grant funding to cover up to 50% of	Medium	Medium	Medium

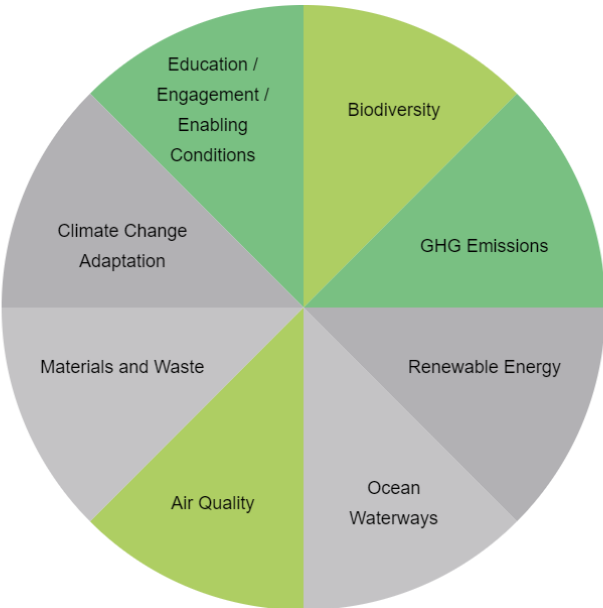
	total contingency costs, for vehicles and infrastructure. The Plymouth submission therefore included a contingency funding of £1,654,612, to reduce this risk with the Go-Ahead Group agreeing to cover any costs over and above those – for both vehicles and infrastructure – which are not covered by the bid			
<b>Calculated risk value in £ (Extent of financial risk)</b>	£1,654,612	<b>Risk Owner</b>	Go-Ahead Group	
<b>Risk</b>	Cost increases for the charging infrastructure which is being funded, in part, by Plymouth City Council; should the costs exceed those set out in the submission, then under the terms and conditions of the Fund cost exceedances would need to be covered by local contributions.	Medium	High	High
<b>Mitigation</b>	The Plymouth City Council financial contribution to the project is fixed at £750,000. The Go-Ahead Group have agreed to cover any costs over and above those – for both vehicles and infrastructure – which are not covered by the bid's contingency fund.	Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0	<b>Risk Owner</b>	Plymouth City Council	
<b>Risk</b>	A subsidy will arise to Plymouth Citybus on receipt from the Council of the ZEBRA 2 funding. This means that a valid subsidy exemption will be required, which in this case will need to be the Council reasonably satisfying itself of compliance with each of the Subsidy Control Principles in Schedule 1 of the Subsidy Control Act 2022 ("the Act") as well as those applicable in Schedule 2 of the Act (namely the supplementary Energy & Environmental Principles) and the CMA's informal view will need to be obtained before the new subsidy may finally be awarded.	High	High	High
<b>Mitigation</b>	PCC have sought independent Legal advice regarding the subsidy control process and the advice received is that "there is every reason to suppose the CMA obligation can be delivered reasonably quickly and with minimum difficulty given that the CMA has already considered and processed a similar ZEBRA award for Warrington Borough Council earlier this year."	Low	High	Medium
<b>Calculated risk value in £ (Extent of financial risk)</b>	£31,123,110: Opportunity cost of all external funding	<b>Risk Owner</b>	Plymouth City Council	

<b>Risk</b>	There is a delay in the zero emission buses entering service, due to the demand for ZEBs, in part created by the DfT ZEBRA 2 fund. This means the zero emission buses are not in operation within 2 years of the grant funding being awarded (March 2026), a condition of the grant, thereby creating a risk that the DfT look to recover some of the grant funding awarded.	High	High	High
<b>Mitigation</b>	The Executive Decision which allowed the submission – and delivery of any successful bid ( <a href="#">Executive Decision L32 23/24</a> ) - included Decisions to allow the prompt commencement of the project, should funding be awarded. Furthermore, the buses will be procured by The Go-Ahead Group, allowing the national Group to liaise with the bus manufacturers, rather than Plymouth Citybus, achieving scale benefits.	Medium	High	High
<b>Calculated risk value in £ (Extent of financial risk)</b>	£8,980,082 (Vehicle grant amount)	<b>Risk Owner</b>	The Go-Ahead Group	

<b>Outcomes and Benefits</b>	
<p><b>List the outcomes and benefits expected from this project.</b>  <i>(An <b>outcome</b> is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)</i>  <i>(A <b>benefit</b> is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)</i></p>	
<b>Financial outcomes and benefits:</b>	<b>Non-financial outcomes and benefits:</b>
<p>£ investment in public transport serving Plymouth and the Travel to Work Area.</p>	<p>50 electric, double decker buses serving routes in Plymouth and the Travel to Work Area.</p> <p>Improvements to the quality of public transport in Plymouth and our Travel to Work Area will support the delivery of equality outcomes. These will be delivered through increased accessibility of the buses funded by the bid, improvements in the quality of transport to places of work, education, leisure and healthcare and improvements in air quality.</p> <p>The operation of zero emission buses will also strongly support Plymouth City Council's Climate Change ambitions as articulated in the Net Zero Action Plan (<a href="#">NZAP Transport   PLYMOUTH.GOV.UK</a>) and on the Climate Connections website (<a href="#">Travel - Climate Connections Plymouth</a>).</p>

	<p>The acquisition of the electric buses will not only enhance the routes which they will operate on but will also allow the cascade of existing Euro 6 diesel buses displaced from the electrified routes onto other services in Plymouth and South-East Cornwall, thereby modernising the entire Plymouth Citybus fleet operating in the Plymouth Travel to Work Area. In addition, the project has the potential to provide wider community benefits through providing opportunities linked to the maintenance of commercial electric vehicles, with Plymouth Citybus committed to exploring opportunities such as apprenticeships and training both in the use of the new ZEBs and their maintenance. The bid also supports Plymouth’s wider transport decarbonisation work. This is because there is scope for the charging infrastructure to be used by other transport modes, such as community transport and school minibuses, at such time as these fleets are electrified; a proposal which Plymouth Citybus are supportive of.</p>
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<b>SECTION 3: CONSULTATION</b>			
<b>Does this business case need to go to CMT</b>	No	<b>Date business case approved by CMT (if required)</b>	

<b>Climate Impact Assessment</b>	
<p><b>Upload Climate Impact Wheel</b></p>	 <p>The diagram is a circular wheel divided into 10 segments. Starting from the top and moving clockwise, the segments are: Education / Engagement / Enabling Conditions (green), Biodiversity (light green), GHG Emissions (green), Renewable Energy (grey), Ocean Waterways (grey), Air Quality (light green), Materials and Waste (grey), Climate Change Adaptation (grey), and two unlabeled segments (grey and light green).</p>
<p><b>Summary of the anticipated impact of the proposal on the</b></p>	<p>The introduction of up to 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame</p>

<b>climate (including any proposed mitigations and impacts beyond 2030)</b>	Peninsula as well as the necessary associated electric charging infrastructure will have a positive climate impact, particularly with regard to reducing greenhouse gas emissions and providing education and enabling conditions to encourage positive climate change behaviours amongst others. No adverse climate change impacts are expected from this project.
-----------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Have you engaged with Procurement Service?</b>		Yes
<b>Procurement route options considered for goods, services or works</b>	As part of a proposed grant agreement the operator / parent company will be required to competitively procure the acquisition of the 50 zero emission buses and the undertaking of the associated charging infrastructure.	
<b>Procurements Recommended route.</b>	Not applicable	
<b>Who is your Procurement Lead?</b>	Not applicable	
<b>Is this business case a purchase of a commercial property?</b>		No
<b>If yes then provide evidence to show that it is not 'primarily for yield'</b>		

<b>Which Members have you engaged with and how have they been consulted</b> <i>(including the Leader, Portfolio Holders and Ward Members)</i>	<p>Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport – consultation at a Portfolio Holder meeting (28.11.23) regarding the ZEBRA 2 bid and by email (11.04.24) regarding this Business Case and associated Executive Decision.</p> <p>Councillor Kevin Sproston – Plymouth City Council Bus Champion – face to face consultation (28.11.23) regarding the ZEBRA 2 bid and by email (11.04.24) regarding this Business Case and associated Executive Decision.</p> <p>Councillor Tom Briars-Delve, Cabinet Member for Environment and Climate Change – consultation via email (28.11.23) regarding the ZEBRA 2 bid and by email (11.04.24) regarding this Business Case and associated Executive Decision.</p>
--------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<b>Confirm you have taken necessary Legal advice, is this proposal subsidy control compliant, if yes please explain why.</b>	<p>Yes</p> <p>A relevant opinion was submitted with application to the Department for Transport.</p>
<b>Who is your Legal advisor you have consulted with?</b>	DWF Law LLP

<b>Equalities Impact Assessment completed</b> <i>(This is a working document which should inform the project throughout its development. The final version will need to be submitted with your Executive Decision)</i>	Yes
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----

**SECTION 4: FINANCIAL ASSESSMENT**

**FINANCIAL ASSESSMENT:** *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

**CAPITAL COSTS AND FINANCING**

<b>Breakdown of project costs including fees surveys and contingency</b>	<b>Prev. Yr.</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Future Yrs.</b>	<b>Total</b>
	£	£	£	£	£	£	£	£
Core project costs			£13,322,729	£13,322,729			£3,573,040	£30,218,498
Contingency costs				£1,654,612				£1,654,612
<b>Total capital spend</b>			<b>£13,322,729</b>	<b>£14,977,341</b>			<b>£3,573,040</b>	<b>£31,873,110</b>

**Provide details of proposed funding: Funding to match with Project Value**

<b>Breakdown of proposed funding</b>	<b>Prev. Yr.</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Future Yrs.</b>	<b>Total</b>
	£	£	£	£	£	£	£	£
DfT Grant funding			£4,757,835	£5,585,141				£10,342,976
Local contribution –Go-Ahead Group			£7,595,870	£8,423,176			£3,573,040	£19,592,086
Local contribution – Cornwall Council			£594,024	£594,024				£1,188,048
Local contribution - Plymouth City Council funding			£375,000	£375,000				£750,000
<b>Total funding</b>			<b>£13,322,729</b>	<b>£14,977,341</b>			<b>£3,573,040</b>	<b>£31,873,110</b>

<b>S106 or CIL</b> (Provide Planning App or site numbers)	CIL-various
<b>Which alternative external funding</b>	Various sources of capital funding for the Plymouth City Council financial contribution were explored including the reallocation of

<b>sources been explored</b>	funding from capital projects such as the Transforming Cities Fund programme; no alternative funding sources were identified.
<b>Are there any bidding constraints and/or any restrictions or conditions attached to your funding</b>	<p>Plymouth City Council's financial contribution towards the project is being funded by CIL. CIL was introduced through the Community Infrastructure Levy Regulations 2010 and currently operates in the Plymouth administrative area. It is a charge which local authorities can place on certain development types to help fund infrastructure improvements in their areas. CIL can finance measures to mitigate both cumulative and direct impacts of development which might otherwise have been sought through the Section 106 planning obligations process. Approval to spend CIL is a delegated decision by the Council.</p> <p>The funding allocated to this project can only be used to fund the charging infrastructure, not the vehicles.</p>
<b>Tax and VAT implications</b>	<p>The Council will not be receiving a direct supply of goods or services in return for its funding contribution of £750,000 and so the transaction will be outside the scope of VAT. The Council therefore will not incur any VAT in connection with the project and so there will no impact on the Council's partial exemption position.</p> <p>PCC are the accountable body for the project and will receive the capital grant from the Department for Transport and Cornwall Council's contribution towards the project. The onward transfer of this funding to The Go-Ahead group at key project milestones and in accordance with a grant / collaboration agreement will also be outside the scope of VAT.</p>
<b>Tax and VAT reviewed by</b>	Sarah Scott
<b>Will this project deliver capital receipts?</b> <i>(If so please provide details)</i>	No

## REVENUE COSTS AND IMPLICATIONS

### *Cost of Developing the Capital Project (To be incurred at risk to Service area)*

<b>Total Cost of developing the project</b>	£25,000 (Estimated)
<b>Revenue cost code for the development costs</b>	6217
<b>Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria</b>	No
<b>Budget Managers Name</b>	Debbie Newcombe

### *Ongoing Revenue Implications for Service Area*




	Prev. Yr.	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs.
<b>Service area revenue cost</b>							
<b>Other</b> (eg: maintenance, utilities, etc)			£0	£0			
<b>Loan repayment</b> (terms agreed with Treasury Management)			£0	£0			
<b>Total Revenue Cost (A)</b>			£0	£0			
<b>Service area revenue benefits/savings</b>							
<b>Annual revenue income</b> (eg: rents, etc)			£0	£0			
<b>Total Revenue Income (B)</b>			£0	£0			
<b>Service area net (benefit) cost (B-A)</b>			£0	£0			
<b>Has the revenue cost been budgeted for or would this make a revenue pressure</b>	<p>The ZEBRA 2 Fund is a capital fund and Plymouth City Council's financial contribution to the project is a fixed sum of £750,000 (capital).</p> <p>However, as part of the delivery of the ZEBRA 2 project some revenue costs may be incurred if technical, consultancy, support, is required as part of the project delivery. An estimated £25,000 of revenue expenditure has therefore been included above. This would be fully funded by grant funding with no revenue budget pressure for PCC.</p>						
<b>Which cost centre would the revenue pressure be shown</b>	Not applicable		<b>Has this been reviewed by the budget manager</b>			No	
<b>Name of budget manager</b>	Not applicable						
<b>Loan value</b>	£0	<b>Interest Rate</b>	%	<b>Term Years</b>	<b>Annual Repayment</b>	£	
<b>Revenue code for annual repayments</b>	Not applicable						
<b>Service area or corporate borrowing</b>	Not applicable						
<b>Revenue implications reviewed by</b>	Emma White						

<b>Version Control:</b> (The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)				
<b>Author of Business Case</b>	<b>Date</b>	<b>Document Version</b>	<b>Reviewed By</b>	<b>Date</b>
Rosemary Starr	31/03/2024	v 0.1		
Rosemary Starr	04/04/2024	v 0.2	Philip Heseltine, Emma White, Capital Accountants Team Sarah Scott, Karen Trickey	
Rosemary Starr	08/04/2024	V 0.3	Philip Heseltine Wendy Eldridge	
Rosemary Starr	10/04/2024	V 0.4	Philip Heseltine Wendy Eldridge Karen Trickey	

### SECTION 5: RECOMMENDATION AND ENDORSEMENT


It is recommended that the Leader:

1. Approves the addition of £10,342,976 to the Capital Programme awarded to Plymouth City Council by the Department for Transport from the Zero Emission Bus Regional Area 2 Fund;
2. Approves the addition of £1,188,048 to the Capital Programme to be paid to Plymouth City Council by Cornwall Council for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project;
3. Approves the addition of £750,000 Community Infrastructure Levy funding to the Capital Programme for the delivery of the Plymouth Zero Emission Bus Regional Area 2 Fund project.

<b>Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport</b>		<b>Service Director – Paul Barnard, Service Director for Strategic Planning and Infrastructure</b>	
<b>Either email dated:</b>	11.04.24	<b>Either email dated:</b>	
<b>Or signed:</b>		<b>Signed:</b>	
			
<b>Date:</b>		<b>Date: 18.04.2024</b>	

## EQUALITY IMPACT ASSESSMENT – DEPARTMENT FOR TRANSPORT ZERO EMISSION BUS REGIONAL AREAS SCHEME (ZEBRA 2)

### SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Rosemary Starr, Sustainable Transport Manager	<b>Department and service:</b>	Strategic Planning and Infrastructure, Sustainable Transport Team	<b>Date of assessment:</b>	24 <sup>th</sup> November 2023
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Paul Barnard, Service Director, Strategic Planning and Infrastructure	<b>Signature:</b>		<b>Approval date:</b>	29 <sup>th</sup> November 2023
<b>Overview:</b>	<p>Plymouth City Council are leading a bid to the Department for Transport's Zero Emission Bus Regional Areas Scheme, in partnership with Plymouth Citybus/ The Go-Ahead Group and Cornwall Council.</p> <p>If successful the bid will see the introduction of up to 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse.</p> <p>Buses funded by ZEBRA 2 must meet enhanced accessibility standards. Specifically the DfT require vehicles with a capacity exceeding 22 passengers to:</p> <ul style="list-style-type: none"> <li>• be compliant with the <a href="#">Public Service Vehicles Accessibility Regulations 2000 (PSVAR)</a></li> <li>• be compliant with the <a href="#">Accessible Information Regulations</a></li> <li>• provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid</li> <li>• provide an additional flexible space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams</li> </ul>				

This compliance will ensure that all buses that are delivered as part of this project will have:-

- a space for a wheelchair with suitable safety provisions
- a boarding device to enable wheelchair users to get on and off vehicles
- a minimum number of priority seats on buses for disabled passengers
- colour contrasting of features such as handrails and steps to help partially sighted people
- easy to use bell pushes throughout
- a bus audible and visual signals to stop a bus or to request a boarding device
- equipment to display the route and destination

Furthermore, the acquisition of the electric buses will not only enhance the routes which they will operate on but will also allow the cascade of existing Euro 6 diesel buses displaced from the electrified routes onto other services in Plymouth and South-East Cornwall, thereby modernising the entire Plymouth Citybus fleet operating in the Plymouth Travel to Work Area.

This equality impact assessment assesses the impact of the introduction of electric buses in Plymouth, on the assumption that the bid is successful. It has been informed by discussions with the Plymouth Bus Service Enhanced Partnership Forum ([Plymouth bus service improvements | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/transport/buses-improvements)), a group of local and national stakeholders whose function is to 'provide external insight and constructive challenge ... and [discuss] issues of all kind affecting Plymouth's bus network.'

Improvements to the quality of public transport in Plymouth will support the delivery of equality outcomes. These will be delivered through increased accessibility of the buses funded by the bid (the Department for Transport requires all buses funded through this bid to meet enhanced accessibility standards<sup>1</sup>), improvements in the quality of transport to places of work, education and healthcare and improvements in air quality of the citizens of Plymouth and the Rame Peninsula. The operation of zero emission buses will also strongly support Plymouth City Council's Climate Change ambitions as

<sup>1</sup> The Department for Transport requires the vehicles funded through the ZEBRA fund to: (1) be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), (2) be compliant with the Accessible Information Regulations (3) provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid and (4) provide an additional space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams. In addition operators must ensure that the buses can be safely and comfortably used by passengers using wheelchairs. They must also ensure that a wheelchair user can easily move between the boarding ramp or lift and the wheelchair space, and position themselves appropriately according to the restraint system in use.

	<p>articulated in the Net Zero Action Plan (<a href="#">NZAP Transport   PLYMOUTH.GOV.UK</a>) and on the Climate Connections website (<a href="#">Travel - Climate Connections Plymouth</a>).</p>
<p><b>Decision required:</b></p>	<p>This Equality Impact Assessment (EIA) assesses the impact of the recommendation for the Leader of Plymouth City Council to:-</p> <ol style="list-style-type: none"> <li>1. Approves the submission of a Plymouth bid to the Department for Transport’s Zero Emission Bus Regional Areas scheme (ZEBRA 2)</li> <li>2. Approves the business case supporting the bid.</li> <li>3. Grant authority to the Service Director for Strategic Planning and Infrastructure to approve the application to be submitted to the Department for Transport’s Zero Emission Bus Regional Areas scheme (ZEBRA 2), where they do not already have authority to do so.</li> <li>4. Grant authority to the Service Director for Strategic Planning and Infrastructure, in consultation with the Cabinet Member for Strategic Planning and Transport, to accept all ZEBRA 2 funding (from both the Department for Transport, (the grant funder) and Cornwall Council (a funding bid partner)), should the application (in part or full) be successful, where they do not already have authority to do so.</li> <li>5. Grant authority to the Service Director for Strategic Planning and Infrastructure, to take all such action as necessary to implement the project (including funding decisions) following grant award by the Department for Transport, should the application be successful (in part or full), where they do not already have authority to do so.</li> </ol>

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<p><b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p><b>Yes</b></p>	<p>X</p>	<p><b>No</b></p>	
<p><b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p>X</p>

Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	<b>Yes</b>	X	<b>No</b>	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

### SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
<b>Age</b>	<p><b>Background Community Data</b></p> <p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p>	<p>No adverse impacts on the grounds of age are expected on the introduction of electric buses in Plymouth; the routes to benefit from the electric buses are amongst the busiest bus routes in Plymouth which are used by all residents in Plymouth, young and old.</p> <p><b>Positive impact</b></p> <p>The introduction of electric buses is expected to have a positive impact for young children and older people.</p>	Not applicable.	Not applicable.

	<ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(2021 Census)</p> <p><b>Public Transport Data</b></p> <ul style="list-style-type: none"> <li>• In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28%) were concessionary trips.</li> <li>• In 2020/2021 6,881,673 bus trips were made, of which 1,722,313 (25%) were concessionary trips.</li> <li>• In 2021/2022 12,481,802 bus trips were made, of which 2,870,138 (23%) were concessionary trips.</li> <li>• In 2022/2023 14,430,064 bus trips were made, of which 3,232,668 (22%) were concessionary trips.</li> </ul> <p>In December 2022 there were 54,985 people living within Plymouth who held a concessionary bus pass. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. In December 2022 there were 50,657 active age related passes.</p> <p>Older people by the nature of the scheme are overrepresented as beneficiaries of concessionary fares. National data shows that young people are overrepresented amongst public transport users (<a href="http://Gov.uk">Gov.uk</a>).</p>	<p>The air quality gains realised by the introduction of electric buses will be particularly beneficial to younger and older people. Poor air quality is known to impact on lung development of younger people and marginally improved air quality as a result of the electric buses will help improve the lung function of older people, particularly those with respiratory illness or asthma. Poor air quality has also been directly linked to Alzheimer's.</p> <p>Young children could also benefit from the requirement for the buses to have an additional space in addition to the mandatory wheelchair space – which is suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams.</p> <p>Older people, such as residents holding a concessionary bus pass on the grounds of age, will benefit from the smoother journey provided by an electric bus, compared with a diesel bus, which is a particular benefit to passengers moving around the bus to find a seat, or standing, where any turbulence negatively affects the user experience, an</p>		
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

		<p>issue which was reported in the 2021 focus group meetings held with current, lapsed and non-bus users to support the development of the Plymouth Bus Service Improvement Plan (<a href="https://www.plymouth.gov.uk/plymouth-bus-service-improvements">Plymouth bus service improvements   PLYMOUTH.GOV.UK</a>).</p> <p>Plymouth bus users of all ages will also benefit because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Care experienced individuals</b> (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating</p>	<p><b>Background Community Data</b></p> <p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12</p>	<p>No adverse impact on care experienced individuals is expected as a result of the introduction of electric buses in Plymouth.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of</p>	<p>Not applicable.</p>	<p>Not applicable.</p>



<p>care experience as though it is a protected characteristic).</p>	<p>per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Disability</b></p>	<p><b>Background Community Data</b></p> <p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p> <p><b>Public Transport Data</b></p> <ul style="list-style-type: none"> <li>• In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28%) were concessionary trips.</li> <li>• In 2020/2021 6,881,673 bus trips were made, of which 1,722,313 (25%) were concessionary trips.</li> <li>• In 2021/2022 12,481,802 bus trips were made, of which 2,870,138 (23%) were concessionary trips.</li> <li>• In 2022/2023 14,430,064 bus trips were made, of which 3,232,668 (22%) were concessionary trips.</li> </ul>	<p><b>Adverse impact</b></p> <p>There is a potential adverse impact for people who are blind, partially sighted or experience a hearing impairment due to the introduction of electric buses. This is because electric buses are quieter than diesel buses which may make it more likely for people with these disabilities to either miss their bus, because they're not aware it is approaching the bus stop they're waiting at, or being involved in accidents with the new buses.</p> <p><b>Positive impact</b></p> <p>The Department for Transport requires the vehicles funded through the ZEBRA fund to: (1) be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), (2) be compliant with the Accessible</p>	<p>Plymouth Citybus already provides 'help me' aides (<a href="#">Help-Me Cards - Plymouth Bus</a>) designed to support passengers who have a hearing impairment, have difficulty communicating or are visually impaired.</p> <p>The 'help me signs' have been specifically designed to help those passengers that have difficulty seeing the destination displays on buses and bus stops and shelters. All the passenger has to do is stand at the bus stop and hold out the sign. Citybus drivers will look out for these signs and if their bus matches the sign, they will stop.</p> <p>In addition the Plymouth Enhanced Partnership will</p>	<p>The mitigation for the potential adverse introduction of electric buses will be in place before the buses start operating in Plymouth; the Department for Transport expect all buses to come into service within 2 years of the initial funding being awarded.</p> <p>Responsible parties: Plymouth Citybus, Plymouth City Council and Cornwall Council.</p>

	<p>In December 2022 there were 54,985 people living within Plymouth who held a concessionary bus pass. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. In December 2022 there were 4,328 active disabled bus passes.</p> <p>In 2019, disabled adults (aged 16 years and over) in England made 757 trips on average per person per year, as compared to 1,016 for adults without a disability. The difference was smaller for those aged under 65, 17 per cent less (854 trips compared to 1,026) than for those aged over 65, 34 per cent less (642 trips compared to 970) (<a href="#">DFT Accessibility Statistics: 2020</a>)</p> <p>National evidence suggests that a higher proportion of individuals who live in families with disabled members live in poverty, compared to individuals who live in families where no one is disabled (<a href="#">EHRC 2017</a>).</p>	<p>Information Regulations (3) provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid and (4) provide an additional space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams. In addition operators must ensure that the buses can be safely and comfortably used by passengers using wheelchairs. They must also ensure that a wheelchair user can easily move between the boarding ramp or lift and the wheelchair space, and position themselves appropriately according to the restraint system in use. These measures provide benefits to bus passengers with disabilities.</p> <p>Disabled people will also benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to</p>	<p>explore other means by which passengers with disabilities can identify themselves to drivers (supported by appropriate driver training), such as the previous ‘orange wallet’ scheme in Plymouth, which some passengers still use.</p> <p>Plymouth City Council (in partnership with Plymouth Citybus) will engage with our partners who work with people with disabilities to raise awareness of the introduction of the new electric buses, the Help-Me Cards scheme and any additional schemes introduced to support people with disabilities using public transport.</p> <p>The new buses will have daytime running lights to increase their visibility to passengers/</p> <p>The electric buses will also have audio-visual next stop announcements benefitting passengers once on the vehicle.</p>	
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

		<p>education, jobs, leisure and healthcare facilities.</p>	<p>Plymouth City Council, Cornwall Council and Plymouth Citybus will engage with stakeholders, through the Plymouth Enhanced Partnership Forum, about the potential use of acoustic alert systems, activated at particular speeds and / or in particular locations to mitigate for the quieter running of electric vehicles and the associated risks.</p> <p>Plymouth Citybus will also explore and where possible, mitigate for, passengers not being able to use the induction loop intended to aid direct communication between drivers and passengers who use a hearing aid, should Bluetooth be enabled on the buses.</p>	
<p><b>Gender reassignment</b></p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		<p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Marriage and civil partnership</b></p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		<p>sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Pregnancy and maternity</b></p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p><b>Adverse impact</b></p> <p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>People within this group may experience benefits from the pushchair spaces on the buses, as well as priority seats at the front of the vehicle that are prioritised for those with limited mobility, which extends to those who are pregnant. For people without access to a car (15 per cent of men and 31 per cent of women do not have a driving licence and 24.9 per cent of Plymouth households do not have access to a car or a van (2021 census), higher than the national figure of 23.3 per cent.), the bus could provide vital links to medical appointments and healthcare facilities.</p> <p>Plymouth bus users will also benefit from the introduction of</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		<p>electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Race</b></p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)                  People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)                  92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		education, jobs, leisure and healthcare facilities.		
<b>Religion or belief</b>	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>	Not applicable.	Not applicable.
<b>Sex</b>	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.	Not applicable.	Not applicable.

		<p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Sexual orientation</b></p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction of electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help</p>	<p>Not applicable.</p>	<p>Not applicable.</p>



		to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.		
--	--	--------------------------------------------------------------------------------------------------------------	--	--

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

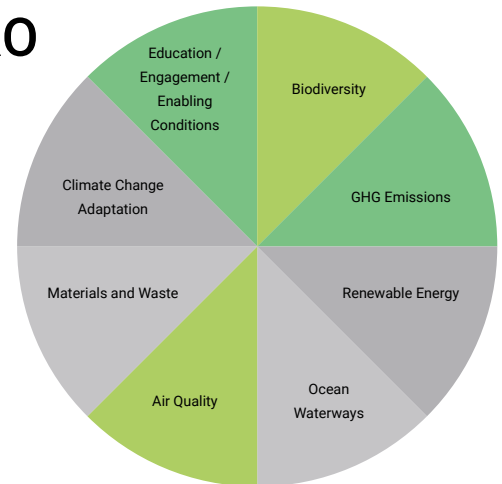
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts on Human Rights are anticipated from this decision.	Not applicable.	Not applicable.

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No adverse impacts are anticipated. The introduction of electric buses will help improve Plymouth’s buses, helping make them modern and attractive to both residents and visitors to the city.	Not applicable.	Not applicable.
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.

<b>Plymouth is a city where people from different backgrounds get along well.</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.
-----------------------------------------------------------------------------------	-------------------------------------	-----------------	-----------------

# DEPARTMENT FOR TRANSPORT ZERO EMISSION BUS REGIONAL AREAS SCHEME (ZEBRA 2) FINAL



**Assessment ID:** DEP204

**Assessment Author:** Rosemary Starr

## Assessment Initial Summary:

Plymouth City Council are leading a bid to the Department for Transport's Zero Emission Bus Regional Areas Scheme, in partnership with Plymouth Citybus and Cornwall Council. If successful the bid will see the introduction of up to 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse. The acquisition of the electric buses will not only enhance the routes which they will operate on but will also allow the redeployment of buses currently operating on routes which will be electrified to other services in Plymouth and South-east Cornwall, thereby modernising the entire Plymouth Citybus fleet operating in the Plymouth Travel to Work Area. This assessment relates to the impact of the introduction of electric buses in Plymouth, on the assumption that the bid is successful.

## Assessment Final Summary:

The introduction of up to 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure will have a positive climate impact, particularly with regard to reducing greenhouse gas emissions and providing education and enabling conditions to encourage positive climate change behaviours amongst others. No adverse climate change impacts are expected from this project.

### Biodiversity Score: 4

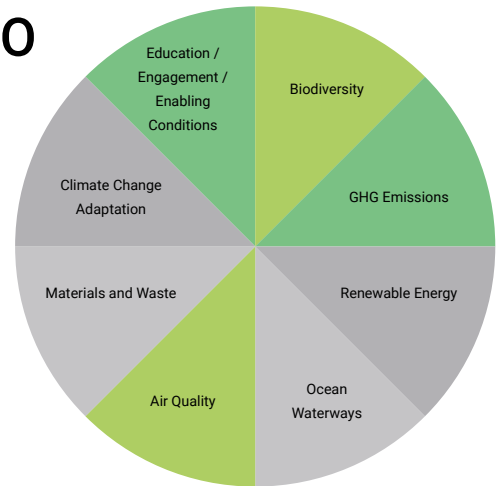
**Biodiversity Score Justification:** It is expected that there will be a beneficial noise impact from the introduction of electric buses. This is because electric vehicles generate lower levels of noise compared to their internal combustion engine equivalents. However, the positive impact is limited because the buses will still be operating on the highway where the majority of vehicles will not be electric.

**Biodiversity Score Mitigate:** No

### GHG Emissions Score: 5

**GHG Emissions Score Justification:** If successful, the bid will see the introduction of up to 50 zero emission, electric, double decker buses on routes operating either wholly within, or to or

# DEPARTMENT FOR TRANSPORT ZERO EMISSION BUS REGIONAL AREAS SCHEME (ZEBRA 2) FINAL



from Plymouth. The Department for Transport require the buses to operate within the area to which funding was awarded for a minimum of five years. However, it's expected that the buses will actually serve Plymouth for much longer. Each vehicle has a lifespan of circa 18 years. Furthermore, not only will the new electric vehicles reduce carbon emissions, the emissions from diesel buses operating on other routes in the Plymouth Travel to Work Area will also improve through the cascade or more modern, efficient, buses from the routes being electrified, onto other services.

**GHG Emissions Score Mitigate:** No

**Renewable Energy Score:** 3

**Renewable Energy Score Justification:** This project has no impact on renewal energy provision.

**Renewable Energy Score Mitigate:** No

**Ocean and Waterways Score:** 3

**Ocean and Waterways Score Justification:** This project has no impact on the Ocean or Waterways.

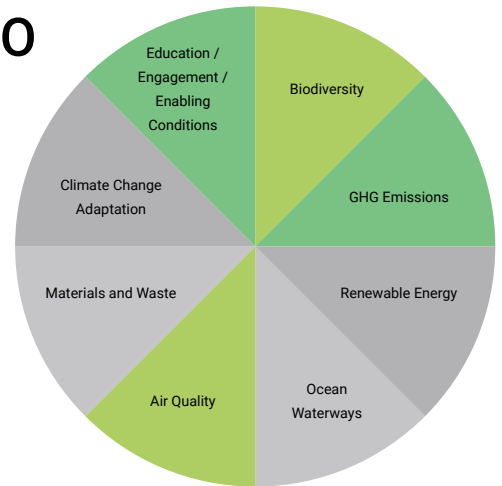
**Ocean and Waterways Score Mitigate:** No

**Ocean and Waterways Revised Score Justification:** This project has no impact on the Ocean or Waterways.

**Air Quality Score:** 4

**Air Quality Score Justification:** The electric buses, funded through the ZEBRA 2 project, were our bid to be successful will help to improve local air quality. They will be deployed on routes within Plymouth's declared air quality management area and are expected to achieve reductions in NOx and PM pollutants, when compared to their internal combustion engine equivalents. Furthermore, the buses are expected to achieve modal shift, away from the private car, due to the introduction of modern buses (a priority for Plymouth bus passengers, as identified in the 2023 Bus Service

# DEPARTMENT FOR TRANSPORT ZERO EMISSION BUS REGIONAL AREAS SCHEME (ZEBRA 2) FINAL



Improvement Plan) which will also deliver air quality benefits.

**Air Quality Score Mitigate:** No

**Materials and Waste Score:** 3

**Materials and Waste Score Justification:** This project is expected to neither increase or decrease waste volumes in the city. The electric vehicle infrastructure required to support the electric buses will be installed at the Plymouth Citybus depot; repurposing part of the site so that it is fit for purpose for electric vehicles.

**Materials and Waste Score Mitigate:** No

**Climate Change Adaptation Score:** 3

**Climate Change Adaptation Score Justification:** This project has the potential to reduced the urban heat island effect, due to a switch from internal combustion engines to electric propulsion for up to 50 buses. However, due to the number of electric buses, compared to the volume of traffic on Plymouth's roads the effect is expected to be minimal and hence has not been scored.

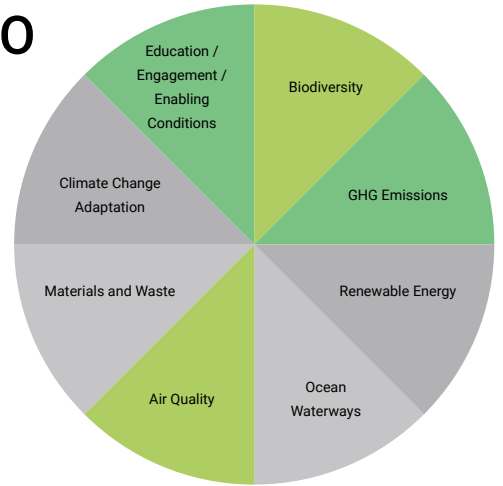
**Climate Change Adaptation Score Mitigate:** No

**Climate Change Adaptation Revised Score Justification:** This project has the potential to reduced the urban heat island effect, due to a switch from internal combustion engines to electric propulsion for up to 50 buses. However, due to the number of electric buses, compared to the volume of traffic on Plymouth's roads the effect is expected to be minimal and hence has not been scored.

**Education / Engagement / Enabling Conditions Score:** 5

**Education / Engagement / Enabling Conditions Score Justification:** If successful the bid will allow Plymouth to showcase the benefits of electric buses. The bid team are also hoping to be able to provide practical educational opportunities for electric vehicles and, as a minimum, the project will result in the Citybus engineering teams being upskilled in maintaining electric

# DEPARTMENT FOR TRANSPORT ZERO EMISSION BUS REGIONAL AREAS SCHEME (ZEBRA 2) FINAL



vehicles; knowledge which they're happy to share with others. The project will also increase the capacity of residents and businesses to adopt climate friendly behaviours. For residents, this will be achieved through operating modern buses in Plymouth which are expected to prompt modal shift. For businesses, this will be through future proofing the electric vehicle charging infrastructure to allow other organisations to potentially utilise the infrastructure as well, supporting their transition to greener fleets.

**Education / Engagement / Enabling Conditions Score Mitigate: No**

### Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact