

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L32 23/24

Decision	
1	Title of decision: Department for Transport Zero Emission Bus Regional Areas scheme (ZEBRA 2)
2	Decision maker (Cabinet member name and portfolio title): Councillor Tudor Evans OBE (Leader of Plymouth City Council)
3	Report author and contact details: Rosemary Starr (Sustainable Transport Manager) (T) 01752 305514 (E) rosemary.starr@plymouth.gov.uk
4	<p>Decision to be taken: It is recommended that the Leader:</p> <ol style="list-style-type: none"> 1. Approves the submission of a Plymouth bid to the Department for Transport's Zero Emission Bus Regional Areas scheme (ZEBRA 2) 2. Approves the business case supporting the bid. 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. 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. 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.
5	<p>Reasons for decision:</p> <p>If successful 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.</p> <p>The acquisition of the electric buses will not only enhance the routes which they will operate on</p>

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.

1. *Approves the submission of a Plymouth bid to the Department for Transport's Zero Emission Bus Regional Areas scheme (ZEBRA 2)*

Approval is needed to allow Plymouth City Council to submit a bid to the Department for Transport's Zero Emission Bus Regional Areas Scheme (ZEBRA 2) by the Department for Transport's (DfT's) deadline of the 15th of December. A condition of the funding is that bid's must be led by Local Transport Authorities and hence only Plymouth City Council are able to submit the Plymouth bid.

2. *Approves the business case supporting the bid.*

Approval of the Business Case is required in order to allow the Plymouth bid to be submitted as it will secure the local financial contribution, from Plymouth City Council, which needs to be form part of the Council's submission to the Fund.

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.*

Granting 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 is required in recognition that demanding bid timescales mean that Plymouth's submission may not be finalised until after the Decision to submit the bid has been made.

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.*

Granting 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 in full) be successful is required in order to allow prompt acceptance of any funding, and subsequent commencement of the delivery of the bid. Part of the Council's submission to the Fund includes a project plan, with the DfT emphasising the need to be able to efficiently deliver the proposals, on receipt of funding. Having approval of funding acceptance agreed prior to the bid submission allows us to satisfy this requirement of the Funder.

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.

Granting 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) is necessary, in order to allow efficient delivery of the project. Part of the Council's submission to the Fund includes a project plan, with the DfT emphasising the need to be able to efficiently deliver the proposals, on receipt of funding. Having approval to take all such action as necessary to implement the project prior to the bid submission allows us to satisfy this requirement of the Funder.

6 Alternative options considered and rejected:

1. To not submit a bid to the Department for Transport Zero Emission Bus Regional Areas scheme (ZEBRA 2)

The bid 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 bid must be led by the Council, as the Local Transport Authority, and in doing so demonstrates our corporate value of co-operation and, if successful, delivers greener transport, a priority within the Corporate Plan. Therefore, not submitting a bid has been rejected.

2. To submit a smaller scale bid to the Fund.

The Plymouth bid which has been prepared is scalable. This is a requirement of the Fund. However, submitting a lower value bid has been rejected in anticipation that, should funding be secured from ZEBRA 2, it is unlikely Plymouth would be eligible to apply for additional zero emission bus funding again in the short to medium term. This assumption is based on the guidance for ZEBRA 2, where applications from LTAs who haven't previously secured funding, will be prioritised over those who have.

3. To submit an infrastructure only bid.

Plymouth City Council could submit a bid for infrastructure only. This would ensure that the infrastructure is in place to allow zero emission buses to be introduced in the future. However, this approach has been rejected on the basis that Plymouth Citybus / The Go-Ahead Group and Cornwall Council are in a position to partner the bid and hence there is an opportunity to secure funding for both vehicles and infrastructure, allowing zero emission buses to start operating in Plymouth much sooner than if an infrastructure only submission were to be made.

4. To exclude the delegation of the grant acceptance and authority to take all such action as necessary to implement the project, should the application be successful, from this Decision.


	<p>Consideration was given to this Decision solely relating to the submission of the bid, rather than including actions, should the bid be successful. However, this has been rejected in order to strengthen the bid submission through being able to demonstrate that all necessary approvals for delivery of the bid proposals, are in place. Prior to submission.</p>			
7	<p>Financial implications and risks:</p> <p>The Department for Transport (DfT) have launched an opportunity to apply for Zero Emission Bus funding (ZEBRA 2).</p> <p>ZEBRA 2 provides £129 million to support the introduction of ZEBs in financial years 2023 to 2024 and 2024 to 2025. It is a single-stage funding competition to award funding over both financial years.</p> <p>The DfT will contribute up to 75% of the cost difference between a ZEB and a standard conventional diesel bus equivalent of the same total passenger capacity. For infrastructure, the DfT will contribute up to 75% of the total capital expenditure incurred as a result of its purchase and installation.</p> <p>The value of the bid to be submitted to the DfT is circa £34,231,079. Of which £14,246,139 is sought from the Department for Transport. The remaining £19,984,940 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>Should the bid be successful, but 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. However, Local Transport Authorities (LTAs) can also request grant funding to cover up to 50% of total contingency costs, for vehicles and infrastructure. The Plymouth submission therefore includes a contingency funding of £5,705,198, 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>Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes</p>	<p>Yes</p> <p><input checked="" type="checkbox"/></p>	<p>No</p> <p><input type="checkbox"/></p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p> <p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million</p> <p>is significant in terms of its effect on communities living or working in an area</p>

				comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	8 November 2023		
9	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:	<p>Investment in Zero Emission Buses which, if successful, this bid achieves directly supports both the Corporate Plan and Plymouth Plan.</p> <p>Links to the Corporate Plan: -</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 submission of the ZEBRA 2 bid, we are taking responsibility for the improvement of Plymouth's bus services. However, the development of the bid is co-operative, involving Plymouth Citybus / The Go-Ahead Group and Cornwall Council and the Council hence 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>Links to the Plymouth Plan: -</p> <p>The submission of the ZEBRA 2 bid 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, were our bid to be successful, we will actively support the Plymouth Plan policy commitments to: -</p> <ul style="list-style-type: none"> • 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 		

		<p>users, the wider community and place shaping needs of the area, whilst also helping to minimise air quality, carbon emissions and noise pollution.</p> <ul style="list-style-type: none"> • 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. • 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) Continuing 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) Developing and delivering targeted infrastructure interventions, consistent with the long-term vision and objectives for transport set out in the Joint Local Plan. <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 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).</p> <p>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.</p>
<p>10</p>	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>Cutting emissions from travel is a top priority for the city. Transport accounted for the largest part of our city’s CO₂e 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</p>

		<p>of zero emission buses feature, is a cornerstone of our city's net zero strategy.</p> <p>The Plymouth ZEBRA 2 bid, if successful, 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 away from the private car, thereby further reducing carbon emissions.</p>		
Urgent decisions				
I 1	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section I 3a)
I 2a	Reason for urgency:			
I 2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I 3a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box	Yes	X	
		No		(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport Councillor Tom Briars-Delve, Cabinet Member for		

		Environment and Climate Change		
I3c	Date Cabinet member consulted	28 November 2023		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	28 November 2023	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 75 23/24	
		Finance (mandatory)	DJN.23.24.157	
		Legal (mandatory)	KT/2429281 2023	
		Human Resources (if applicable)	Not applicable	
		Corporate property (if applicable)	Not applicable	
		Procurement (if applicable)	Not applicable	
Appendices				
I7	Ref.	Title of appendix		
	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		
Confidential/exempt information				
I8a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes	X	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 I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No		
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Zero Emission Bus Regional Areas scheme (ZEBRA 2) – Confidential briefing report			X				
Background Papers								
19	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 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	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.							
Signature				Date of decision	5 December 2023			
Print Name	Councillor Tudor Evans OBE							