



Department
for Transport

Zero Emission Bus Regional Areas Scheme – 2021 to 2022 Application Form

Call for Expressions of Interest

Applicant Information

Local transport authority: Portsmouth City Council and Hampshire County Council

(For joint bids only) Which local transport authority is the lead bidder:

Portsmouth City Council

Area within authority covered by bid: The western side of the Portsmouth travel to work area encompassing the Portsmouth City Council, Fareham Borough Council and Gosport Borough Council authority areas.

Bid Manager Name and position: Mrs Felicity Tidbury, Transport Planning Manager

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Submission of proposals:

Applications to the Scheme will be assessed against the criteria set out here and in the guidance document. Please adhere to word limits. We will not accept any additional information unless specifically requested.

Proposals must be received no later than 17:00 on the following days.

- **Fast track process** - 5pm on 21st May 2021
- **Standard process** – 5pm on 25th June 2021.

You will receive confirmation that we have received your proposal within 1 working day.

An electronic copy only of the bid including any supporting material should be submitted to buses@dft.gov.uk.

Please include “**ZEBRA (Fast track Process) Local Transport Authority name**” in the subject line of the email if you are applying under the fast track process.

Please include “**ZEBRA (Standard Process) Local Transport Authority name**” in the subject line of the email if you are applying under the standard process.

Enquiries about the Fund may be directed to buses@dft.gov.uk.

Transparency and privacy

Please refer to the guidance for this scheme before completing the application form to understand how DfT will manage your data.

SECTION A: Mandatory Questions

Areas must satisfactorily answer all of the questions in this section to be eligible to progress to Phase 2 of the scheme. If you would like further information, please contact the Department for Transport at buses@dft.gov.uk.

Areas must provide the information requested in questions A1-A5.

A1. In total, how many new zero emission buses will your proposal deliver?

A total of **34** new battery electric single-deck buses will be delivered from the supplier Arrival. These British built buses will be owned and operated by First Hampshire and Dorset, and based at Hoeford, in Fareham, Hampshire.

Each Arrival bus can store up to 311 kWh of charge. They have a seating capacity of up to 36 and have a completely flat floor from front to rear. They will be up to 40% lighter than battery electric buses currently on the UK market, reducing their energy consumption.

Arrival is an electric vehicle business founded in 2015 and headquartered in London, UK and Charlotte, USA. It has over 1,400 global employees in Germany, Netherlands, Israel, Russia, and Luxembourg, and is to open its first “Microfactory” in the UK at Bicester in 2021.

A2. Total DfT funding sought (£m)

While there is no minimum or maximum size for bids the department is interested in supporting at least three areas across the ZEBRA scheme as a whole, so we expect to see schemes that are approximately £25m – £35m. This is designed to encourage a wide range of bidding areas to come forward and to ensure DfT are able to fund at least three areas across the whole scheme.

Funding of **£6,428,919** is sought to cover the following costs:

- 75% of the additional purchase price of the 34 “Arrival” battery electric buses over that of the same quantity of diesel equivalent buses; and
- 75% of the capital costs of the charging equipment and associated infrastructure.

This scheme will cost £14.3m in total, which is below the £25m-£35m range indicated. Further details are provided in First Bus’s letter of support, which is shown in Appendix A of this submission.

A3. Third party funding contributions (£m)

The bus operator First Hampshire and Dorset will contribute **£7,888,306**.

A4. Funding from other government schemes (£m)

Please set out any funding from other government schemes that is intended to be used alongside funding from the ZEBRA scheme.

No further Government funding will be used directly for the ZEBRA scheme.

A5. Total cost of the proposal (£m):

This should include DfT funding as specified in A2, any third party contributions as specified in A3 and any funding from other government schemes as specified in A4.

The total cost of the proposal is **£14,317,225**. This is comprised as follows:

DfT funding sought:	£ 6,428,919
Third party (First Hampshire & Dorset)	£ <u>7,888,306</u>
Total	£14,317,225

Areas must be able to answer yes to question A6-A12 to be able to progress to Phase 2.

A6. If your bid is successful, are you able to invest DfT funding within the time outlined by your scheme?

Yes. First Bus, the owners of First Hampshire & Dorset expect to meet the following delivery timescales from the date of the grant award.

If the funding is awarded in March 2022, as described in the indicative timetable, all of the buses will be operating by March 2024.

A7. If your bid is successful, are you able to capitalise DfT grant funding?

The funding will be held by Portsmouth City Council (PCC). First Hampshire and Dorset will manage the delivery of the infrastructure works and procure the 34 battery electric buses. Progress will be monitored by the PCC project officer. Subject to the satisfactory delivery of the works and buses, PCC will release the funds to First Hampshire and Dorset for them to pay the suppliers.

A8. Have you considered whether additional zero emission buses are needed to replace existing buses?

Evidence suggests that replacing diesel buses with zero emission buses can require additional zero emission buses to provide the same level service as provided by diesel buses. Areas should set out how many additional zero emission buses are needed to

replace existing buses. If areas are of the view that additional zero emission buses are not required please set out why.

The bus routes have been selected for their daily vehicle mileage (around 130 miles) being within the expected range of the Arrival battery electric buses. Analysis by First Hampshire and Dorset has shown that the passenger loadings on these routes can be accommodated by these single deck buses, which have up to 36 seats. No additional buses above the present quantity of diesel vehicles in use will therefore be needed.

A9. Have you provided a breakdown of infrastructure costs for your proposal?

Infrastructure costs could include (but are not limited to): cost of charging unit or refuelling stations electrical or other power components; civil engineering works, labour costs (for installation); hardware costs; capital costs of developing associated software systems; surveys at the point of procuring the infrastructure provided they can be capitalised; upgrades to the energy grid to cater for increased energy demand.

The power supply upgrade includes replacement of a substation and new cabling.

A10. Does your proposal have the support of bus operator(s) in the area?

*The proposal requires the support of at least one bus operator operating in the area who will operate the zero emission buses. The bid does not, however, need the support of all bus operators operating in the area. If local transport authorities are not able to provide this evidence of support from operators they **must** explain why.*

First Hampshire and Dorset, who will operate the battery electric buses, support this scheme. A letter of support from this operator is provided in Appendix A of this submission.

A11. Have you spoken with any energy companies when preparing your proposal?

Energy companies could include Distribution Network Operators, Independent Distribution Network Operators, energy supplier, energy storage companies, smart charging providers or hydrogen fuel providers.

Power supplier Scottish and Southern Electricity Networks (SSEN) will undertake the power supply upgrade works and provide the power needed to charge the bus batteries. A letter from SSEN indicating their capability and preparedness to do this is attached to this submission.

A12. Does your proposal comply with the accessibility requirements set out in the scheme guidance?

The scheme guidance sets out a number of accessibility requirements including: requiring buses to incorporate equipment to identify the route, each upcoming stop, and the beginning and end of diversions: providing an induction loop to aid direct communication between drivers and passengers who use a hearing aid and providing an additional flexible space in addition to the mandatory wheelchair space, suitable for a second wheelchair user and/or at least two unfolded pushchairs or prams.

The Arrival single deck battery electric bus, shown below, will include the following features:

- Full route and destination displays;
- Wrap-around interior LED screens display route and seating information;
- Next stop displays and announcements;



- Flat floor, fully accessible by persons with reduced mobility (as shown in the interior picture below);
- Space for 2 wheelchairs or unfolded push chairs or prams; and
- Adequate seating capacity to accommodate the passenger numbers on the selected routes.



The vehicle is a modular design which facilitates changes in the length and interior layout to accommodate any specific passenger requirements of the selected routes.

SECTION B. Defining the place

This section will seek a definition of the area to be covered by the Zero Emission Bus Regional Area. Areas should:

- Include information setting out the extent of the area to be covered by the proposal – the **defined area**. If the defined area is different to the area covered by the local transport authority please make this clear. Please provide maps if required.
- Provide details on the bus sector including naming **all** operators who operate services in the defined area, their market share and fleet sizes. This should include both operators who are supporting your proposal and will be operating the zero emission buses and other bus operators in the defined b area.
- Clarify what proportion of bus services in the defined area will be operated using zero emission buses.

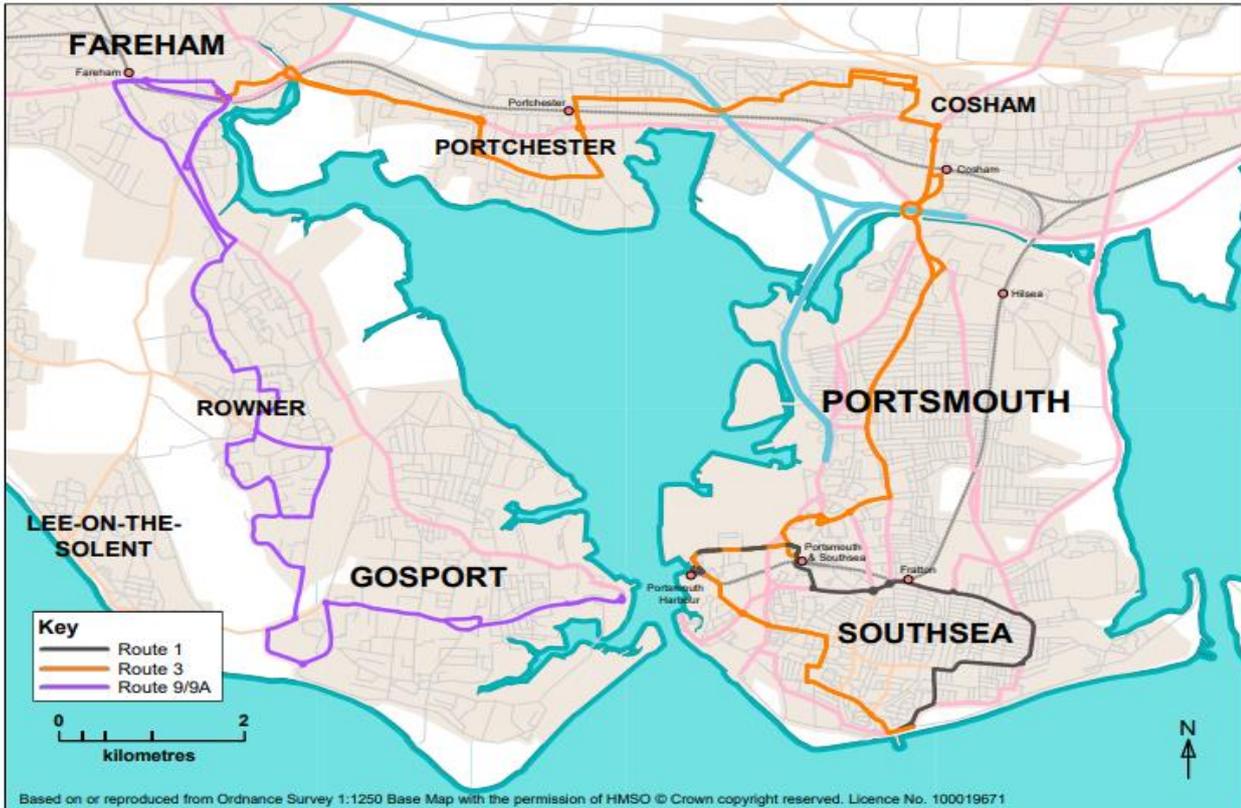
Please limit your response to 500 words. Please provide maps as annex documents if required.

The battery electric buses will be operated by First Hampshire and Dorset on the following routes serving the local authority areas of Portsmouth City Council, Fareham Borough Council and Gosport Borough Council, as shown in the map below:

1 Portsmouth The Hard Interchange – Commercial Road – Fratton – Eastney - Southsea South Parade Pier [Daytime frequency every 10 minutes.];

3 Fareham – Portchester – Paulsgrove – QA Hospital Cosham – North End – Commercial Road – The Hard Interchange - Southsea – South Parade Pier [Daytime frequency every 10 minutes. Peak vehicle requirement 1 and 3 combined: 26 buses]; and

9/9A Fareham – Gosport. [Daytime frequency every 20 minutes. Peak vehicle requirement: 6 buses]



Virtually all of the bus services in the three local authority areas are provided by the two main operators First Hampshire & Dorset and Stagecoach South. The numbers of vehicles, annual bus mileage and pre-Covid (2019) patronage in the local authority area are shown in the table below.

The dominant operator in the area, First Hampshire and Dorset, will be operating the battery electric buses.

The routes to be converted to battery electric bus operation account for 20% of bus mileage and carry 22% of passengers in the three local authority areas.

SECTION C: Ambition

This section will seek evidence of the level of ambition from the local transport authority to decarbonise their bus fleets, support bus services and decarbonise transport.

C1. Public transport ambitions

Areas should:

- Provide clear explanation of your ambition to decarbonise the bus fleet in the defined area and how this proposal will support this ambition. If the defined area is different to the local transport authority area please explain your ambitions to decarbonise the bus fleet in your local transport authority area and how this proposal will support this ambition.
- Provide evidence of existing plans to support the provision and operation of local bus services in the area. This could include existing partnership working between

the local transport authority and bus operators, bus priority measures, improvements to information about bus services.

- Include complementary policies to decarbonise transport in the area.
- Explain how the proposal supports wider ambitions to increase public transport use and active travel in the area.

Please limit your response to 500 words.

Portsmouth City Council (PCC) has set an ambitious target to achieve net-zero carbon emissions by 2030. A climate emergency was declared by PCC in March 2019, and a multi-organisation climate board established to progress this.

To support this target, PCC aims to progressively phase out tail-pipe emissions of carbon dioxide (CO₂) from buses by 2040. The conversion of 21% of bus mileage in the authority areas to zero emission buses will **save over 1,734 tonnes of CO₂ emissions annually**, as shown below – a major contribution towards this target.

Indicator	Quantity	Units	Data source
Average distance/bus p.a.	71,329	bus-km p.a.	First Hampshire & Dorset
Buses on routes 1,3,9/9A	34		First Hampshire & Dorset
Bus distance travelled	2,425,198	bus-km p.a.	
Average bus speed	18.6	kph	Google maps & timetables
Diesel fuel consumption (2024)	0.43	l/km	WebTAG
Diesel fuel consumed	1,041,188	litres p.a.	WebTAG
CO ₂ emissions diesel	2.42	kg CO ₂ equivalent/litre	WebTAG
CO ₂ emissions	2,519,664	kg CO ₂ equivalent p.a.	
Electric bus energy use	1.35	kWh/km	Estimation of the energy consumption of battery driven electric buses by integrating digital elevation and longitudinal dynamic models: Malaysia as a case study - ScienceDirect
Electricity consumption	3,274,017	kWh p.a.	
CO ₂ emissions electricity	0.24	CO ₂ equivalent/kWh	WebTAG
CO ₂ emissions	785,508	kg CO ₂ equivalent p.a.	
CO ₂ emissions avoided	1,734,156	kg CO ₂ equivalent p.a.	

Travel by bus and other sustainable modes must also increase. Portsmouth's residents made 46 bus trips in 2019-20, and those of Hampshire 21. The Portsmouth rate is above the Southeast England average of 36 but below the England average of 72. There is scope to increase bus travel in the authority areas. This will be achieved by the following PCC Local Transport Plan policies to transform public transport and attract car users.

- Prioritise local bus services over general traffic to make journeys quicker and more reliable.

- Develop a rapid transit network connecting Portsmouth with Southeast Hampshire.

The South East Hampshire Rapid Transit (SEHRT) programme will deliver bus based rapid transit services on the following area corridors:

- Fareham - Portsmouth – Southsea; and
- Fareham – Gosport.

Although the electric buses will not run SEHRT services, they will provide quieter and smoother travel, consistent with SEHRT objectives. The routes will benefit from SEHRT infrastructure, including bus priority measures. Routes 9/9A use part of the SEHRT Fareham–Gosport busway.

Hampshire also has a strong record of delivering public transport improvements collaboratively, including the SEHRT Fareham-Gosport busway which increased patronage by 62% and the A3 SEHRT corridor from Portsmouth to Waterlooville.

In 2020 a partnership including the local authorities secured £56m of Transforming Cities Fund money to deliver Tranche 2 of the SEHRT programme. The electrified routes will be improved by the following SEHRT Tranche 2 measures, from 2024.

Scheme	Description	Authority	ZEBRA bus routes
City Centre South	Bus/taxi only road	Portsmouth	1
City Centre North Link	Bus only road	Portsmouth	3
Lake Road	Bus lane	Portsmouth	3
Portsbridge junctions	bus priority	Portsmouth	3
Spur Road	Bus lane	Portsmouth	3
Delme roundabout	Bus lane	Fareham	3
Gosport Interchange	New bus station	Gosport	9/9A

C2. Community benefits

Please highlight any community benefits from your proposal. This could include economic development in the area or the creation and/or retention of jobs and apprenticeships related to the maintenance of zero emission vehicles, including batteries and fuel cells, and supporting infrastructure.

Please limit your response to 500 words.

If the bid is successful, First Hampshire and Dorset will train all drivers at Hoeford depot in electric vehicle operation. In addition, 19 engineers at the depot will be trained in electric vehicle operation and maintenance. This will develop the operator’s staff teams’ institutional knowledge of electric bus use and would be beneficial to any future deployments in the area.

The electric buses will contribute towards the delivery of the SEHRT objectives of providing rapid, smooth and comfortable public transport links on the main corridors across the Portsmouth travel to work area.

Improved access by better quality public transport will support regeneration programmes to improve economic activity in Portsmouth city centre, Fareham town centre and Gosport town centre. Parts of these areas have significant levels of deprivation. Increased employment opportunities in the centres, which are served by the electric bus routes, will help raise incomes for

local residents. Gosport in particular is a priority location for improvement, having a level 1 rating in the Levelling Up Fund area prioritisation.

C3. Support for your proposal and wider vision

Provide evidence of support for your proposal and wider vision, such as letters of support or evidence of engagement, from partners.

This **must** include evidence of support from the bus operator(s) who will operate the zero emission buses. You **do not** need to include evidence of support from all bus operators within the area, only the operator(s) who will be operating the zero emission buses. This evidence must be a signed letter by both the CEO/equivalent level of the company and the local MD, committing to investing in the buses and operating them in the defined area e for a minimum of 5 years.

Local transport authorities that have not included this evidence must clearly set out the reasons for this.

You **must** also include evidence of engagement with an energy company. Energy companies could include Distribution Network Operators, Independent Distribution Network Operators, energy supplier, energy storage companies, smart charging providers or hydrogen fuel providers.

Areas may also wish to include evidence of support from other relevant bodies, depending on the proposal, for example:

- Other tiers of local government
- Local Enterprise Partnerships
- Local Energy Hub
- Leasing companies
- Finance companies

Please limit your response to 1000 words. Evidence of support, such as letter of support, can be included as annex.

This Expression of Interest is supported by all of the local authorities covering the area, the energy supplier, the bus operator which will operate the routes and the Local Enterprise Partnership. The buses will be owned by the operator, First Hampshire and Dorset, so no leasing or finance companies will be involved.

Bus operator

First Hampshire and Dorset, who will operate the battery electric buses, support this scheme. A letter of support from this operator is provided in Appendix A of this submission.

Energy company

Power supplier Scottish and Southern Electricity Networks (SSEN) will undertake the power supply upgrade works and provide the power needed to charge the bus batteries. A letter from SSEN giving a quote for this work, and thereby indicating their capability and preparedness to undertake it, is provided in Appendix B of this submission.

Local Enterprise Partnership and Local Chamber of Commerce

The electric buses will deliver progress towards the net zero CO₂ emissions by 2030 target and cleaner air in Portsmouth city centre, as well as support regeneration programmes in the three local authority centres. These aims are supported by the Solent Local Enterprise Partnership and the Hampshire Chamber of Commerce. Letters of support from the Solent LEP and the Hampshire Chamber of Commerce and provided in Appendices C and D respectively of this submission.

Local authorities

Hampshire County Council which is supporting this submission as well as Fareham and Gosport Borough Councils which will be served by the electric bus routes have provided letters of support. These are shown in Appendix E of this submission.

SECTION D: Air Quality

This section will seek evidence of the air quality challenges in the area and how your plans tackle air quality in the area. Areas should:

- Set out the air quality challenge in the area, such as whether the area is identified in the national assessment as exceeding statutory limits.
- Set out how the proposal would address the local air problem.
- Provide evidence of existing transport plans to tackle air quality and greenhouse gas emissions.

Please limit your response to 500 words.

We will not accept bids covering places that cannot show that they have air quality issues.

Poor air quality is the largest environmental risk to public health in the UK. Air pollution from vehicles affects all of the local authority areas. There are currently seven Air Quality Management Areas (AQMAS) in these areas, comprising five in Portsmouth and two in Fareham. Measures to reduce pollution, particularly Nitrous Oxides (NO_x), to within National Air Quality Objectives levels are focussed in the AQMAS

The electric bus routes serve five of these seven AQMAS (Fareham, Portland Street and Portsmouth areas 6, 7, 11 and 12). Electric buses will replace diesel buses with exhaust systems that keep emissions within Euro 6 standards. With no tailpipe exhaust, the electric buses will **avoid emissions of up to 1,156 kg of Nitrous Oxides (NO_x) and 14.1 kg of Particulate Matter (PM)**, as shown in the table below.

Indicator	Quantity	Units	Data source
Annual bus distance	2,425,198	bus-km	First Hampshire & Dorset
Euro VI maximum NO _x emissions	0.47645938	g/km	First Hampshire & Dorset
Maximum NO _x saving	1,156	Kg p.a.	
Euro 6 maximum PM 2.5 emissions	0.005793518	g /km	First Hampshire & Dorset
Maximum PM 2.5 saving	14.1	kg p.a.	

This will significantly reduce pollution within the 5 AQMAs served, contributing towards the delivery of national targets.

Portsmouth City Council (PCC) has been served with Ministerial Directions, requiring the council to achieve compliance with legal limits for NO₂ in the shortest possible time in areas of exceedances. PCC is introducing a Class B Clean Air Zone (CAZ) in 2021, shown in the map below, covering the most polluted parts of the city. The most polluting vehicles, which produce emissions that are not Euro 6 compliant will be charged to drive in the CAZ. Forecasting work indicates that this will cause reductions in nitrous oxide emissions where they are greatest and expected to exceed legal limits in future.



PCC is aiming for continual improvement of air quality, beyond the government limits for NO₂ levels. Emission reductions will bring health benefits to our residents through reduced exposure to pollutants.

The CAZ programme has delivered the retrofitting of 105 buses with improved exhaust systems to ensure that the exhaust emissions of all buses serving the CAZ area comply with Euro 6 standards.

The CAZ area is served by routes 1 and 3, on which 79% of the electric bus services will run, as shown in the map above. These routes account for 24% of all buses serving the CAZ area annually.

The zero emission buses on these routes will significantly further reduce pollution in the CAZ and therefore contribute substantially towards the delivery of the CAZ objectives.

The use of electric buses will complement other electric vehicles in Portsmouth in supporting the delivery of CAZ objectives and also in reducing Carbon emissions to meet the policy targets described above. PCC supports the use of alternatively fuelled vehicles to achieve these objectives and has installed 36 electric vehicle charging points across the city, with a further 74 scheduled for 2021. From 2025 all newly licensed taxis and private hire vehicles will be electric or hybrid vehicles.

SECTION E: Value for Money

This section will seek evidence how you meet the Value for Money criteria, as set out in the guidance. Areas are also required to submit a separate value for money proforma that has been published alongside the application form. This spreadsheet requests basic information about the proposed investment to enable the value for money to be assessed using the Department's "**Greener bus model**".

The information in a completed pro forma, enables the model to estimate the greenhouse gases (GHG) emissions savings, other environmental & social impacts such as reduction in particulate matter (PM) and nitrogen oxide (NoX) emissions and savings & costs in the public and private sectors. By quantifying the key impacts of a proposed investment, this model helps provide decision-makers with as full a view as possible, about impacts on the environment, society, transport operators and the government finances.

The model provides a measure of the 'Value for Money', in the form of a benefit cost ratio (BCR) alongside other metrics such as the total estimated GHG savings and a cost effectiveness indicator estimating the net cost per tonne of carbon saved. These outputs will be used to score bids based on value for money.

The model does not capture every possible impact from a proposed investment, such as impacts from any resulting increases in patronage, improvement to the quality of journeys, or increased reliability. Where wider impacts (positive or negative) from investment are expected these should be stated, in the pro forma, as non-monetised impacts. These will be considered when making a value for money judgement, as set out in the Department value for money framework.

SECTION F: Deliverability

This section will seek evidence of how the Zero Emission Bus Regional Area will be delivered, and demonstrate that plans are credible and deliverable.

F1. Method of delivery and timescale for implementation

Establish the method of delivery, to cover:

- How you will work with local bus operators and other partners to deliver the proposal
- Any public consultation or third-party permission that will be required (e.g. for infrastructure)
- Explain any mitigations put in place for SMEs.
- Timescales for implementation, including when orders will be placed for zero emission buses and when supporting infrastructure will be delivered.
- Please demonstrate how your plans are credible and deliverable in the time proposed, and that any risks have been understood and mitigated

Please limit your response to 1,000 words.

Delivery partnership

The local authorities Portsmouth City Council, Hampshire County Council and the bus operator First Hampshire and Dorset have a strong working partnership which is delivering major improvements to bus routes in including:

- The Eclipse bus rapid transit routes using the Fareham – Gosport busway; and
- The SEHRT Tranche 2 programme, comprising the bus priority measures and service enhancements, forming the basis of the successful £56m Transforming Cities Fund bid.

This partnership will be mobilised to deliver the ZEBRA electric bus services on the designated routes 1, 3 and 9/9A. The project will be overseen by a Portsmouth City Council project manager from the Transport Strategy Department within the Regeneration Directorate.

Delivery responsibilities

The bus operator First Hampshire and Dorset will order the battery electric buses from suppliers Arrival and commission the chargers, power supply upgrade and associated works. This company will own and operate the vehicles. The buses will be used on the tree designated routes or on other routes wholly within the local authority areas of Portsmouth, Fareham and Gosport, for a minimum of 5 years.

Responsibilities will be allocated as follows.

The operator is to:

- Order the battery electric buses (from suppliers Arrival) within 6 months of the funding award being made.

- Own and manage the risks around the procurement, delivery and operation of the battery buses. If the Arrival vehicles do not prove usable/adequate then suitable replacements will be procured within a reasonable timeframe and any additional costs covered.
- Commission the power supply upgrade, chargers and associated works within 6 months of the funding award being made. All risks regarding cost and delivery will be owned and managed.
- Manage the delivery of the buses and works within the project timescale to ensure that operation commences in 2024.
- Own, maintain and operate the battery electric buses in use on the designated routes or on other routes wholly within the three local authority areas for a minimum of 5 years.
- Retain and maintain the charging facilities at Hoeford depot while battery electric buses are operated in the three local authority areas. If the depot is relocated, replacement charging facilities will be provided.
- Provide operational and performance information for the Monitoring and Evaluation programme.

The local authorities are to:

- Hold and manage the DfT funding contribution.
- Monitor closely and verify the project progress towards vehicle and infrastructure delivery.
- Release the DfT funds to the operator to pay supplier invoices subject to the satisfactory achievement of project milestones.
- Monitor the continued use and performance of the battery electric buses, and work with the operator to resolve any issues.
- Support the operation of the designated routes by appropriate traffic management measures to reduce delays.
- Undertake the Monitoring and Evaluation work using information provided by the operator and surveys as required.

The project funds will be held by Portsmouth City Council and managed by the Finance Directorate.

Infrastructure delivery

As described in the letter of support from First Hampshire and Dorset, the planning work for delivering the infrastructure and power supply upgrade for Hoeford depot is underway and will be developed further during the business case stage.

First Bus has undertaken infrastructure upgrades at other depots within its portfolio and will draw on this experience and expertise to help deliver these works expediently and cost-effectively.

Any requirements for planning permissions will be identified at the business case stage.

Vehicles

The suppliers Arrival have a development schedule for the electric buses which fits comfortably within the ZEBRA delivery timescale of 2024.

F2. Monitoring and evaluation

Please provide indicative details of how monitoring and evaluation will be used to ensure learning about the project and inform future schemes. A detailed monitoring and evaluation plan is not required at this stage but should explain how the approach to delivering services will ensure that future learning is maximised.

Please limit your response to 500 words.

The Monitoring and Evaluation Plan (MEP) will be designed to assess the level of achievement of the project objectives, as specified in Section 2.1 of the invitation document, during the period of electric bus operation. Appropriate performance indicators will be selected in agreement with the DfT to facilitate comparisons with other electric/zero emission bus fleets, and population by readily obtainable sources.

An indicative outline of the MEP is shown in the table below.

Objective	Performance indicator	Data source/survey
Successful introduction of electric buses & equipment	% of electric buses delivered on time. Average delivery lead time. Chargers and/or power supply installed by due date	First Hampshire & Dorset
Successful operation of the electric buses.	% fleet availability – annually for electric buses and a control sample of diesel buses. % of scheduled bus mileage run by electric buses.	First Hampshire & Dorset Some PCC/HCC observations.
Understanding of issues affecting zero emission buses	No. of miles of fault-free running for electric buses and a control sample of diesel buses. Causes of unavailability for vehicle and charging equipment (Top 10 by impact). Annual operating and maintenance costs for electric buses and a control sample of diesel buses.	First Hampshire & Dorset
Reduced CO ₂ , NO _x and PM emissions	% of mileage run by diesel substitute buses. Concentrations of NO _x in CAZ	First Hampshire & Dorset Some PCC/HCC observations. PCC CAZ monitoring data
Local authority and operator partnership working	Record of all issues of concern to both operator and local authorities regarding project – and how they are addressed.	PCC/HCC/First Hampshire & Dorset meeting notes.
Greater passenger satisfaction	% of passengers satisfied with vehicle comfort, ride quality and noise levels	Questionnaire survey
Increased bus patronage	Passenger numbers monthly/annual on the electric bus	First Hampshire & Dorset commercial department

Objective	Performance indicator	Data source/survey
	routes and on other (control) routes in the area covered.	
Mode shift from car travel	% of passengers new to bus % of new passengers previously travelling by other modes Previous travel patterns of new passengers	Questionnaire survey

Baseline bus patronage levels will be established using historic (pre-Covid) data as well as data from the period during recovery from the Covid restrictions and also following the introduction of the SEHRT Tranche 2 bus priority measures and the CAZ. These impacts are all expected to have occurred before the electric buses are introduced in 2024.

It is anticipated that only one questionnaire survey will be conducted. Its sample size will be proportionate to the scale of the project and passenger numbers. First Bus, PCC and HCC will work together to deliver this survey.

PCC and HCC have large active monitoring and evaluation programmes covering the SEHRT Tranche 2 programme, which includes bus route 3 Fareham – Southsea and parts of routes 9/9A Fareham – Gosport. This programme will be complete by 2024. Any suitable data from this monitoring programme will be used to support the MEP.

An MEP report will be produced annually for up to 5 years of electric bus operation.

F3. Procurement, State Aid and subsidy rules

Please confirm you have received advice on legal requirements in relation to procurement, subsidy control and state aid.

Please also demonstrate how you will abide by legal requirements in relation to procurement, subsidy control and state aid, including an explanation, together with supporting evidence, of how you will comply with the principles under the UK-EU Trade and Cooperation Agreement.

Please limit your response to 500 words.

PCC Legal Department are providing advice on compliance with procurement, subsidy control and state aid.

Procurement

The electric buses will be purchased by First Bus and no local (public) will be party to the contract. As the purchase of these vehicles is not a public contract, it will not be subject to the Public Contracts Regulations, 2015. The council will ensure that value for money is achieved through the use of open book working and First Bus will be required to provide evidence of quotations and undertake benchmarking exercises. The relationship between the council and First Bus will be via a grant agreement.

State aid

We do not believe that the state aid rules will apply to any grant funding to the bus operator(s) as any funding provided after 1st January 2021 is governed by the UK-EU Trade and Cooperation Agreement, and any relevant World Trade Organisation rules and Free Trade Agreements.

Subsidy control

We will make reasonable endeavours to ensure that the funding awarded to the bus operator fully complies with the subsidy control rules at the time of the award. We will continually review the relevant legislation and Government guidance throughout the process to ensure its compliance with subsidy control at the time the decision to award is made.

The Subsidy Control Bill presented to the Parliament on 30th June 2021 will, if passed, be the law governing subsidies in the UK. We will ensure that any grant funding awarded to bus operator complies with it, if passed, and any other relevant legislation. We will also seek legal advice during the entire process to ensure subsidy control regulations are adhered to at every stage.