



Office for
Low Emission
Vehicles

£35m Go Ultra Low City Scheme

Local action - regional, national and
global impact

Guidance for bidders

December 2014

The Office for Low Emission Vehicles (OLEV) is a cross-Government, industry-endorsed team combining policy and funding streams to simplify policy development and delivery for ultra low emission vehicles. OLEV currently comprises people and funding from the Departments for Transport (DfT), Business, Innovation and Skills (BIS), and Energy and Climate Change (DECC). Its core purpose is to support the early market for electric and other ultra low emission vehicles (ULEVs). OLEV is based in the Department for Transport and this document is published by The Department for Transport.

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Introduction

1. We have begun a period of change in the way we power our motor vehicles, a period which will provide hugely significant opportunities for the UK to grow its economy, improve our environment and deliver people the independence and mobility they want.
2. The UK Government is committed to grasping this opportunity. Our vision is that by 2050 almost every car and van in the UK will be an ultra-low emission vehicle (ULEV)¹, with the UK at the forefront of their design, development and manufacture, making us one of the most attractive locations for ULEV-related inward investment in the world.
3. One of the schemes announced in the £500m OLEV 2015-20 package looks to help to deliver this change for local areas: the £35m City Scheme. The scheme will be run as a competition, with up to £35m made available for two to four cities to win through a competitive bidding process.
4. We want winning cities to deliver a step-change in the uptake of ULEVs in those cities. We hope for this to be achieved through a combination of measures, as is locally appropriate.
5. We want bids to do two things:
 - a. To articulate what cities think they are able to achieve with ULEVs in their area; and
 - b. How they plan to achieve it.
6. The City Scheme will be run in partnership with Go Ultra Low (GUL) – with winning cities designated GUL Cities. Go Ultra Low is a jointly funded partnership between Government and several major car manufacturers to explain the benefits of ultra low emission vehicles to drivers and fleets. The campaign website, www.goultralow.com, is a one-stop hub for everything drivers need to know about ultra low emission vehicles.
7. Furthermore, we want bids to be ambitious. The GUL City Scheme is an opportunity for a city to cultivate a regional, national and international reputation for their uptake of ULEVs, delivering significant air quality benefits and improving the public realm.
8. Those who are successful in their bids will commit to their plans for delivering a step change in ULEV adoption in their areas, and, in doing so, develop and nurture a reputation as exemplars in the field.

¹ A ULEV is any car which qualifies for the Plug-in Car Grant: <https://www.gov.uk/government/publications/plug-in-car-grant>

9. We expect the positive consequences of bid measures to include: improving local air quality, reducing carbon emissions and creating ULEV-related growth opportunities for businesses both in the area and beyond.
10. Participation in this scheme does not affect eligibility for other OLEV schemes.
11. This document will explain the bidding process, the GUL City Scheme's key criteria and the nature of the funds provided. There is also a Q&A at the end of the document.

A note on this document

12. For the rest of this guidance, the word 'cities' will be used as an umbrella term to refer to all bidders, even if they might not necessarily have official city status.

1. Key questions

Who can apply?

- 1.1 The scheme is open to bidders throughout the UK.
- 1.2 We are open to bids from all local authorities and we do not intend to exclude certain kinds of bodies, if they wish to apply. The most appropriate local authority to bid will vary from place to place.
- 1.3 This is a competitive process to access limited funds and bidders will need to ensure that their proposals can compete with similar bids from across the UK. We will assess bidders on how successful they are in meeting the primary and secondary criteria of the scheme, detailed in chapter two of this document.
- 1.4 However, cities which have a capability to demonstrate an increase in ULEV uptake, to prove themselves regional, national or international exemplars, or to significantly improve air quality, have a sounder basis for a bid than places which do not. They are therefore far more likely to be able to construct a competitive bid.
- 1.5 We have decided to restrict the scheme to up to four potential winners. This will offer the winning places the opportunity to receive meaningful extra funding in exchange for delivering the scheme objectives.

Why apply?

- 1.6 This is an opportunity to access extra funds for your local area and a share of this could deliver meaningful, enduring and positive change - and build on existing projects and progress in a given local area.
- 1.7 The GUL City Scheme, focussed on cars, can complement bids for other OLEV schemes, such as the £20m Taxi Scheme and the £30m Bus Scheme. Together, they could form a comprehensive package of support for your area.

Bidding Process

- 1.8 Our approach to this scheme is intended to encourage participation. Therefore, we have tried to make the application process as easy as possible, while still ensuring it provides us with the necessary information to make an informed decision.
- 1.9 There will be significant flexibility after the announcement of the winners to finalise the terms of the agreement between OLEV and each winner.
- 1.10 In order to reduce the burden on local authorities, we have split the bidding process into three phases: **Notice of application**, a **Screening phase**, and the **Final application**.

Phase 1: Notice of application

- 1.11** This initial phase will allow local areas to make a registration of interest, indicating that they are planning to develop a bid for funding.
- 1.12** By submitting a notice of application, you are confirming two separate things:
- Your interest in taking part in the scheme;
 - That, if successful at screening phase, you are prepared to take part in every stage of the scheme, up to and including a full bid.
- 1.13** Bids which fail to comply with deadlines will not be eligible for further consideration.
- 1.14** In addition, the inclusion of different types of local Government entity creates the risk of multiple bids having some geographical area crossover. Where bids from local authorities overlap, we would look to resolve these issues before the screening phase.
- 1.15** The notice of application form can be found at the end of this document.
- 1.16** There will be a workshop event in January for those cities who have submitted a notice of application. We will provide further information on this event after the deadline for submission.

Phase 2: Screening phase

- 1.17** After the notice of application has clarified the bidding entities, we will ask that bidders complete a short (around four sides) summary document of their initial proposal. It should contain the key elements of the bid, which you intend to be further developed for the full and final bid document.
- 1.18** This is designed to be a light touch phase, requiring relatively few staff resources – as we know that bidders will at this stage be confronting the risk of committing resource with an unknown chance of success.
- 1.19** A pro-forma for the screening phase can be found at the end of this document. This sets out the key questions that we expect to see considered in this document:
- Who is involved in your bid?
 - What are the key elements you plan to deliver?
 - How are you going to deliver those key elements?
- 1.20** The mark scheme for the screening phase is the same as the mark scheme for the final bid. The only difference being the standard to which the bids are expected to have been developed.
- 1.21** Bids which score lowly on the mark scheme at this stage may be eliminated in advance of the final application phase.
- 1.22** There will be an announcement in mid-March of those cities which have passed the screening phase and who will be preparing full bids.

Phase 3: Final application phase

1.23 Those successful bidders from the previous phase will now be asked to prepare a full and comprehensive bid. We expect bids at this final stage to communicate in detail:

- How scheme objectives will be achieved.
- What funding is required.
- What success will look like, including interim points, which could be trigger points for the staged release of funds.

1.24 The purpose of the final bid document is to convince OLEV that your proposal has merit, will advance the objectives of the scheme and, importantly, is deliverable.

1.25 After the conclusion of the bidding process, there will be opportunity to refine the details of the bid, as part of the process of reaching agreement with OLEV about the release of the funds. Further information on this is in the next section.

Key Dates:

- **December 31st** – Deadline for notice of application
- **February 20th** – Deadline for submission of screening phase bids
- **Mid-March** – Announcement of a shortlist of cities who have passed the screening phase
- **August 31st** – Deadline for submission of final bids
- **September/October** – Announcement of 2-4 winning cities

2. Design of Bids

Our approach

- 2.1 We know that a successful City Scheme will mean different things in different places. We want to encourage as much flexibility and innovation as possible.
- 2.2 There will also be some flexibility in the period after the announcement of the winners - where the detail of the operation of the schemes with the winning places can be agreed.
- 2.3 This guidance is not prescriptive and it should not be read as a manual. Instead, it sets out thinking on the policy objectives we want bids to achieve, and the assessment process to which the bids will be subjected. If you have any queries about this approach, please contact OLEV.

Primary criteria

- 2.4 The GUL City Scheme has six criteria - two primary and four secondary - all of which we will look to see reflected in bids. Bids should encompass a range of measures – all of which, to some degree, should address these criteria.
- 2.5 Meeting the following two key criteria will be a fundamental part of meeting the policy objectives of this scheme:
 - **Step-change increase in ULEV uptake** - This is the key and most heavily weighted criterion. Cities which demonstrate how they plan to use funding and other levers at their disposal to deliver a step-change in the uptake of ultra-low emission vehicles will be highly favoured. As the most common mode of transport, the primary focus will be on cars, both private and publically owned.
 - **Achieving exemplar status** - Cities will need to demonstrate how they will look to become internationally outstanding examples of the adoption of ULEVs in a local area. There are a number of different measures that could be included in a bid and we actively encourage bids which think broadly and innovatively.
- 2.6 Other elements of the ULEV agenda may also form part of the bid. Please consult the *Measures* section of this guidance for a number of examples of measures bids could consider.

Secondary Criteria

- 2.7 Air quality** - Those cities which address local air quality problems, particularly in relation to NO₂ and/or particulate matter, and how their bids will look to improve them, will be favoured.²
- 2.8** Pollution from internal combustion engines presents a health risk, particularly in urban areas. We encourage proposals which address a significant air quality problem.
- 2.9** Furthermore, proposals which integrate ULEVs into a coordinated approach to tackling poor air quality, amplifying the benefits of other initiatives would be particularly favoured.
- 2.10** Proposals where the air quality benefits of ULEVs extend beyond the city or demonstrate innovative approaches that can be adopted more widely would also be of particular interest.
- 2.11 Innovation** – One of the long-term objectives of the scheme is to understand how measures used effectively in some cities can be rolled out across the UK. Setting precedents and thinking about how your measures might transfer in the future are important factors and attempts to innovate within this area will be looked upon favourably.
- 2.12 Linking with other schemes** - Bids will be encouraged to demonstrate how the City Scheme will be consistent with other initiatives in their city, such as wider transport or environmental policies. This also includes whether cities plan to bid for funds in the Taxi Scheme or Bus Scheme.
- 2.13 Monitoring** - Cities will be expected to set out plans within their bid for monitoring and evaluating their measures.
- 2.14** This guidance does not attempt to stipulate how each package of measures should be monitored. This will vary depending on the content of the bids.
- 2.15** Instead, the bids should set out how the bidder proposes to provide assurance to OLEV that the packages in the bid are being delivered. The final process of monitoring will be agreed between OLEV and the winning bidders, along with trigger points for the staged release of the funds.
- 2.16** Bids should also give consideration to how they will set a trajectory for a continuation of progress in the longer term after the completion of the scheme. We aspire to prompt an enduring change, not merely a time-limited one.

Involving other partners

- 2.17** We encourage bids which draw on relationships with other bodies in your area, such as universities, and the private and third sectors.
- 2.18** This could involve specific elements of research work, linked to the package of measures, involving collaboration with academic and other institutions or any other kind of productive collaboration.

² DEFRA's latest report on UK air quality: http://uk-air.defra.gov.uk/library/annualreport/viewonline?year=2012_issue_1

- 2.19** We do not require match funding to participate in the GUL City Scheme. However, credit will be given to bids which can leverage other sources of funding to compliment the funding available through this scheme. This could be initiatives like brokering agreements with local businesses to introduce measures in their workplaces, or partnerships with key suppliers.
- 2.20** We are particularly keen to encourage bids which link with community energy projects. This could include working with car clubs and other measures. More information on community energy work can be found here.³

Measures

- 2.21** There are a number of measures which bids could consider, including, but not limited to the following categories:
- *Soft measures* to increase private uptake;
 - *Infrastructure* to support ULEV users;
 - *Public procurement initiatives*, to set the example;
 - *Community measures*, such as car clubs, to encourage common benefit;
 - *Innovation*, considering new initiatives which haven't been done before;
 - *Commercial and business measures* to capitalise on financial opportunities;
 - *Partnerships with private sector* to collaborate and grow;
 - *Communications* to share your development.
- 2.22** The following are some examples of measures within each category which, though not exhaustive, demonstrate some of options bidders could consider.

³ <https://www.gov.uk/government/publications/community-energy-strategy>

Example Measures:

<p>Soft Measures:</p> <ul style="list-style-type: none"> - Bus lane access for ULEVs - Free, preferential or discounted parking for ULEVs - Low emission zones 	<p>Supporting Infrastructure:</p> <ul style="list-style-type: none"> - Increasing publically accessible chargepoints - Changing chargepoint requirements in local planning rules - Demonstrate strategic thought on grid impact - On-street charging for local residents without off-street parking 	<p>Community Measures:</p> <ul style="list-style-type: none"> - EV car clubs - Communications/PR initiatives
<p>Innovation:</p> <ul style="list-style-type: none"> -Trials of future technology, such as dynamic charging - Plans for hydrogen infrastructure - R&D - Geofencing 	<p>Partnerships with the private sector:</p> <ul style="list-style-type: none"> - Rate rebates - Park and Ride initiatives - Workplace chargepoints - Match funding 	<p>Communications:</p> <ul style="list-style-type: none"> - Events to share learning with other local authorities - Investment in training/skills in auto-manufacturing areas

2.23 This is not a checklist, and not all of these measures will be appropriate or even possible for each place. Equally, this list is not exhaustive; we want to actively encourage new, innovative ideas if they will successfully meet the needs of your local area. Although funding is available through the GUL City Scheme, local authorities already have many of the necessary powers to significantly influence ULEV uptake in their areas through, for example, parking and traffic controls.

2.24 Some measures are likely to have a higher impact on ULEV uptake than others and the scheme is structured as a competition to encourage ambition. If one applicant feels able to offer more ambitious measures, or make a more coherent package from them that is likely to deliver a genuine step-change in uptake, it is likely to form a more attractive bid.

What's been done so far?

Shared Mobility, Paris, France

In Paris, the all-electric car sharing operation, Autolib', was first launched in December of 2011 as a public-private partnership between French holding company, Bolloré, and the City of Paris. Autolib' consists of over 2,200 electric vehicles and 4,300 charging stations. The result is a widespread network of carsharing hubs that are never more than a quarter mile from a Parisian—providing easy access to zero emissions mobility.

- 2.25** It is not necessary to include a measure from each category. But, the best bids will have elements of action from several of these categories, forming a balanced, comprehensive bid.
- 2.26** In order to satisfy the second key criterion, bidders will need to show how they intend to develop a reputation as an exemplar city. We expect bids to show how they will publicise their action on ULEVs to develop a regional, national and international reputation for their work.⁴

What's been done so far?

ULEV use of Bus Lanes, Oslo, Norway

Local incentives have been a major factor in the growing popularity of EVs in Norway. Motorists in Oslo have reported saving an hour on their daily commute by driving in bus lanes and by gaining easy access to dedicated EV only parking lots across the city. A recent survey by the Norwegian EV Drivers Association found that 64% of the 1,859 respondents felt that their electric car saved them time.

How the bids will be assessed

- 2.27** The bids will be given a mark of one to five against the core scheme criteria.
- 2.28** In estimating the impact of each measure on ULEV uptake, we will consider how evidence-based and deliverable bids are, as much as how ambitious and large the numbers are.
- 2.29** Each mark out of five will be then be weighted according to the percentages in the table below.
- 2.30** The bids will primarily be assessed relative to one another, but should none of them reach a basic standard we reserve the right not to award any funds. We do not expect this to happen.

Percentage weighting

- 2.31** The criteria are percentage weighted to reflect their relative importance to the overall scheme.
- 2.32** A mark out of five will be awarded, which will then be adjusted according to the percentage weighting of the criterion.
- 2.33** ULEV uptake is 50% because it is central not only to the success of the scheme, but to all the other criteria, as well.

⁴ The examples above are taken from the EV Casebook: <http://urbanforesight.org/casebook.html>

ULEV Uptake
50%

- 5 - Comprehensive measures
- 4 - Comprehensive but with some issues
- 3 - Some good ideas but room for improvement
- 2 - Some Issues
- 1 - Major Issues
- 0 - No consideration

Becoming an
exemplar
10%

- 5 - Comprehensive measures
- 4 - Comprehensive but with some issues
- 3 - Some good ideas but room for improvement
- 2 - Some Issues
- 1 - Major Issues
- 0 - No consideration

Air quality
improvement
20%

- 5 - Comprehensive measures
- 4 - Comprehensive but with some issues
- 3 - Some good ideas but room for improvement
- 2 - Some Issues
- 1 - Major Issues
- 0 - No consideration

Innovation
5%

- 5 - Comprehensive measures
- 4 - Comprehensive but with some issues
- 3 - Some good ideas but room for improvement
- 2 - Some Issues
- 1 - Major Issues
- 0 - No consideration

Linking with
other schemes
5%

- 5 - Comprehensive measures
- 4 - Comprehensive but with some issues
- 3 - Some good ideas but room for improvement
- 2 - Some Issues
- 1 - Major Issues
- 0 - No consideration

Monitoring
10%

- 5 - Comprehensive measures
- 4 - Comprehensive but with some issues
- 3 - Some good ideas but room for improvement
- 2 - Some Issues
- 1 - Major Issues
- 0 - No consideration

3. The prize

Funding

- 3.1** The funding provided to winning cities will be capital funding, not resource funding. Cities are free to choose to implement measures which have an impact on their resources. However, at present these resource implications cannot be funded by GUL City Scheme monies.
- 3.2** Funding will be awarded to reflect the scale and ambition of the winning bids, but we are not expecting a direct link between funding allocated and capital spending required.
- 3.3** The £35m will not necessarily be divided equally between winning bidders, although each city will receive a certain minimum amount. Funding in excess of this threshold will be awarded according to the quality of bids – and the amount of funding asked for by cities.
- 3.4** The final amounts will be the subject of agreement between OLEV and the winning bidders.

After the competition

- 3.5** Winning cities will work with OLEV to firm-up their plans. This will lead to a memorandum of understanding with each city, setting out the precise plans, terms and quantity and timing of funding. Funds, once granted, will not be ring-fenced, but we will use the memorandum of understanding as a means of confirming the link between the funds and the measures cities have outlined.
- 3.6** The memorandum of understanding will state:
 - a. What the city will do and when; and
 - b. The size and timing of payments.
- 3.7** The funding profile of each winning city will be evaluated on a regular basis in relation to this memorandum of understanding. Any monies that are spent outside of the purposes for which they were agreed to be granted will trigger a re-evaluation of the relative funding profile.
- 3.8** Payments will be made according to the individual bid profiles of each city – and there will be no single funding profile for all cities. Having come to a decision in conjunction with OLEV, each city's funding profile will be a part of the memorandum of understanding and will be outlined in full in this document.

Statement of Assurance

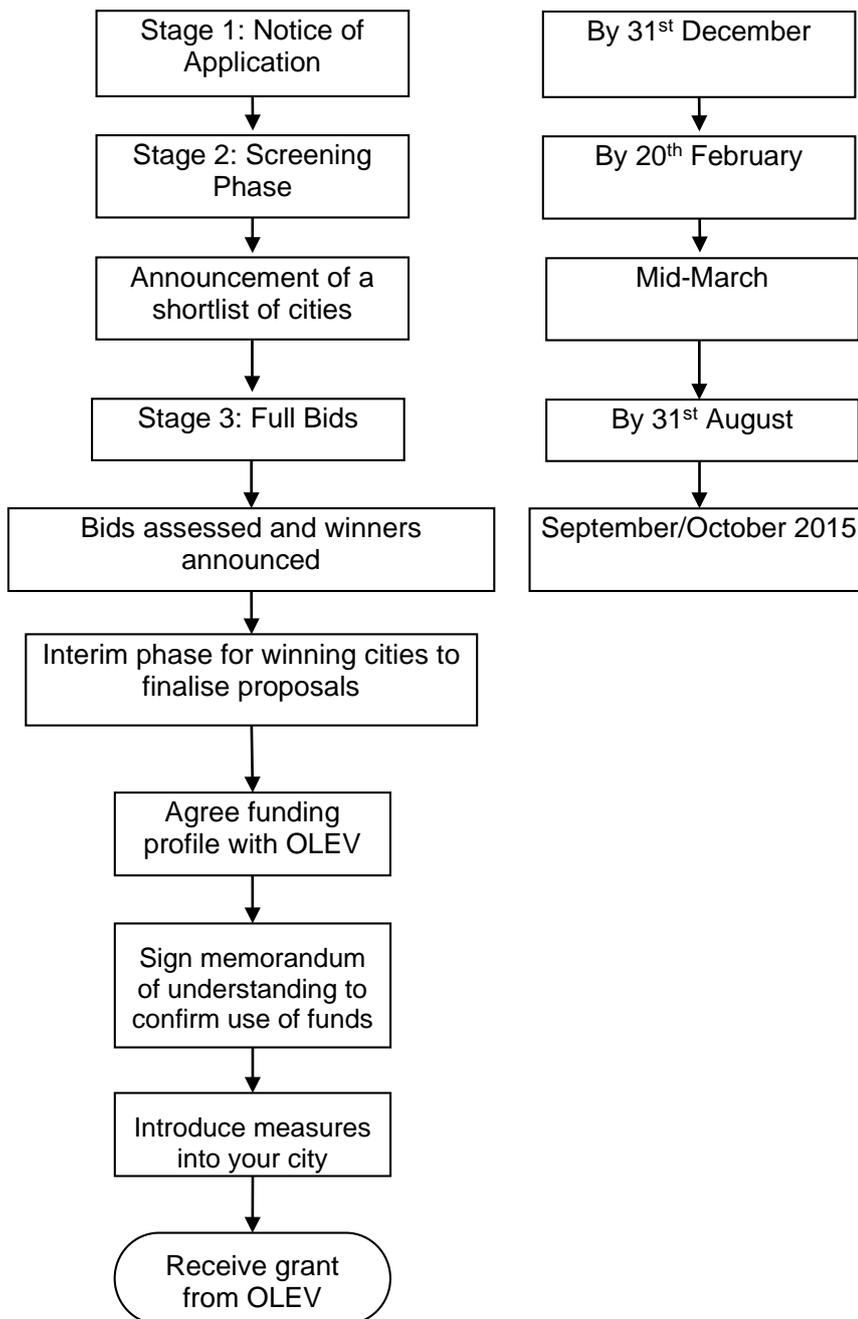
- 3.9** OLEV will not seek to claw back any funding paid under the scheme, unless it breaks the terms of the memorandum of understanding. This will not only ensure that the grant is spent on agreed measures – but that cities are also assured of any funding agreed.

State Aid

- 3.10** We want to keep the type of measures we see in bids as open as possible, so as to encourage ambition and drive innovation. The funds provided to execute these measures will be given to local authorities who will have broad scope to apply those funds.
- 3.11** The funding of local authorities itself won't engage State Aid and no approval for the provision of funds is required.
- 3.12** However, the subsequent use of funds by local authorities in the fulfilment of measures which themselves constitute State Aid may engage State Aid requirements
- 3.13** Consequently, it is crucial that cities consider whether the measures they propose in bids constitute State Aid, with evidence of the following:
- a. That approval from European Commission is not required as the aid falls within the criteria set out in the General Block Exemption Regulations No 651/2014;
 - b. Or that the measure does not constitute State Aid.
- 3.14** Providing clear and concise information – and evidence that this has been a consideration in bid development – will be required as a part of the bids. The clarity of this information will be judged as a part of the overall bid criteria.
- 3.15** Many measures open to cities do not constitute State Aid, and bids should not be discouraged on the basis that we require this to be a consideration.
- 3.16** In addition, we hope that an acknowledgement of State Aid limits will encourage cities to think creatively and to consider effective measures that do not constitute State Aid, and which do incentivise the uptake of ULEVs.

Annex A - Process flowchart

This flowchart shows the process of the GUL City Scheme:



Annex B – Registration of Interest Form

Bidder Information	
Lead local authority	
Named lead contact	
Which other organisations are associated with your bid? (with evidence of their commitment)	

Assurances	Yes or No	Comment
You confirm your interest in taking part in the scheme	<input type="checkbox"/> Yes <input type="checkbox"/> No	

<p>You confirm that, if successful, you are prepared to take part in every stage of the scheme, up to and including a full bid</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
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Annex C - Screening Phase Pro- forma

Who is involved in your bid?		
What are the key elements you plan to deliver?	ULEV Uptake 1) Proposals and Expected Impact 2) Supporting Evidence	Exemplar Status
	Air Quality	Innovation

	Linking with Other Schemes	Monitoring
<p>How are you going to deliver those key elements?</p>		

Annex D - Q&A

Q *What classifies as an ultra low emission vehicle?*

A The current eligibility criteria for the Plug-in Car Grant stand for the GUL City Scheme, as well.⁵ For example, on CO2 emissions and range, vehicles must emit less than 75 grams of CO2 per kilometre driven and must be able to travel a minimum of 70 miles in between charges (electric vehicles) and plug-in hybrid electric vehicles (PHEVs) must have a minimum electric range of 10 miles. This may be reevaluated in during the period in which funds will be granted and spent.

Q *The Guidance infers that those cities which can demonstrate greatest improvement in air quality will be favoured – and it is one of the key secondary criteria. Does this not discriminate against cities which do not suffer from bad air quality as much as others, who will have more room to show improvement?*

A The places we expect to apply for the scheme successfully will all be urban areas with a reasonable level of population density and high vehicle use. All of these areas face issues of varying degrees with air quality and air pollution. Regardless of the particular level of pollution in a local area, we would like to see bids which look to address this. Those which we judge do so the best will be at an advantage in terms of bid assessment, but you don't have to have bad air quality to apply.

Q *How do we find out what our air quality is?*

A Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. The local authority will put together a plan to improve the air quality - a Local Air Quality Action Plan. This information should be publically available. Furthermore, DEFRA publish an annual report on air pollution in the UK, manage a real-time national monitoring network, and provide annual reports to the EC on compliance with EU air quality standards. Those bids which address those concerns, however large or small, will be favoured.

⁵ <https://www.gov.uk/government/publications/plug-in-car-grant/plug-in-car-grant-vehicles>

- Q Will cities which already have some ULEV infrastructure be favoured over those that don't, given that they will be able to demonstrate quicker and more widespread utilisation as a result?**
- A No. Bids will be rewarded on how they look to make a tangible difference to ULEV uptake in their local area, regardless of any existing infrastructure. That said, areas with already high levels of ULEV uptake might be further along the path to exemplar status.
- Q What does becoming an 'international exemplar' actually mean? Is this not just a UK-wide competition?**
- A An international exemplar in the use of ULEV technology will be a city which will, as a result of the package of measures it implements, deliver a rapid and significant step-change increase in ULEV adoption in its area. So rapid and so significant that other cities around the world take notice. They will look to do things with ULEV transport that have been done in only a few places globally and will have the ambition to judge themselves on not just a national, but an international scale – competing with the best examples around the world.
- Q How does the City Scheme link with other schemes in the £500m programme, such as the Taxi Scheme and Bus Scheme?**
- A Whilst the City Scheme is taking place before either the Taxi or Bus Scheme, we will value bids that think in a considered way about how their proposals for this scheme could fit in with future funding for ULEV taxis and buses. Demonstration of how you would look to use the City Scheme funds in an integrated way will improve their chances of securing funding for one or more of your applications, including future schemes.
- Q There is no resource funding as a part of the grant despite the fact that we will have to use resources to carry-out our plans. How are we expected to cover these costs?**
- A Whilst we expect to see measures which will be predominantly capital funded – such as infrastructure – we will reward bids which think innovatively about how this capital funding can be used to incentivise measures not necessarily related to the capital funding itself. We do not want to discourage those measures which do have resource implications for a local authority. But we expect the best bids to consider how to spread this resource burden through creative use of partnerships and incentives. Dealing with these issues will be a key part of the post-competition process of reaching agreement between the winning bidders and the department.

Q *The guidance is not very clear on what type of local government body or size of conurbation can apply. Does this mean that anyone is eligible to apply?*

A We are very happy to receive bids from any local area body which thinks it is able to meet the criteria of the scheme.

Q *What happens if both the transport authority and the local authority want to apply separately? Who is the most appropriate body to make that application?*

A If two bodies in the same local area have not communicated their intention to bid to each other, it is possible that we will receive two bids from a similar or the same location. In this case, we will identify the cross-over at the registration phase and subsequently inform the two parties of the situation. It will then be their responsibility to come to a resolution. If the event that this is not possible, we are unlikely to further consider either bid.

Q *Does it matter what type of vehicles the bid focuses on? Will a bid that prioritises cars, for example, be favoured over one that looks to transform bus and taxi fleets?*

A Our focus for this scheme is cars. However, we also encourage bids to evaluate the way in which buses and taxis have an impact on air quality in their local area and how the City Scheme could link with OLEV's forthcoming ULEV Bus Scheme and ULEV Taxi Scheme.