

**CABINET – 10 November 2021
PUBLIC QUESTIONS**

<p>1. Questioner's name: Rob Brookes</p>	<p>Respondent's name: Cllr Philip Robinson</p>
<p>Agenda Item 6</p> <p>Renewable technology and electric transport is rapidly improving and becoming cheaper much quicker than forecast by most. With electric buses becoming a practical reality replacing diesel buses in towns and cities all round the world a seven year contract should insist on rapid deployment of electric buses as soon as possible in my opinion. Will something similar be in the contract and can Gloucester County Council amend that contract ie to insist that a company will no longer use diesel fuelled buses for Gloucestershire routes by a certain date, if necessary. Otherwise contract may be terminated.</p> <p>Note First Bus , the second largest regional bus company have committed to operating a wholly zero emission bus fleet by 2035 and will not purchase further diesel buses after December 2022.</p> <p>https://www.firstgroupplc.com/about-firstgroup/uk-bus.aspx</p> <p>Also https://www.examinerlive.co.uk/news/local-news/electric-buses-fare-caps-new-22039647 A fare cap, zero emission fleet and free journeys for under 18s are just some of the measures political leaders in South Yorkshire want to carry out in order to improve the county's bus network.</p>	<p>I agree with you about the advances made with electric vehicles in recent years. It is also widely recognised that there are still significant financial and logistical challenges with making the switch over for buses and heavy goods vehicles with electric vehicles being approximately double the cost to buy and have an increased maintenance requirement.</p> <p>The council does not currently specify alternative fuelled vehicles as a requirement of transport contracts however all contracts can be either amended by mutual agreement or retendered with 12 weeks' notice to take advantage of new funding and technology. We have been actively seeking opportunities for grant funding as only by accessing grants for the additional costs of infrastructure and vehicles can we afford to maintain the rest of our bus network and ensure that communities have access to essential services.</p> <p>The first step in our plan is to move to low emission diesel vehicles and then to electric or alternative fuels. This means raising emission standards of public buses first to Euro V and then Euro VI standards in phases.</p> <p>We continue to work with all operators and the government to monitor the development of the alternative fuelled vehicle market and how it can be utilised for transport services.</p>