

	Scheme name / summary description of key terms	Recipient	Value
A	Economic growth		
	None		
B	Transport		
	<p>Clean Bus Technology Fund</p> <ul style="list-style-type: none"> - The aim of the funding is to address air quality concerns across the city by reducing NO₂ emissions, particularly at locations close to busy traffic roads / routes. The Recipients shall retrofit a number of public buses in 2018/19 with Selective Catalytic Reduction Technology (SCRT). The Recipients are responsible for sourcing and arranging the retrofit of their vehicles with accredited technology and have identified such technology and with routes / services will provide the maximum impact / reduction of harmful emissions. - The Recipients are responsible for on-going maintenance and repair of the technology. - The Recipients will be responsible for monitoring and reporting. SCC will agree the exact monitoring requirements required from the Recipients and these will be included within schedules to the agreement. The monitoring and reporting requirements imposed upon the Recipients will ensure that there is in turn compliance by SCC of requirements imposed by central government. - Although not required by central government – the Council have requested that monitoring of the ‘impact’ of the retrofits is carried out for a period of 5 years. - Such grant funds will only be paid following evidence of actual 	First South Yorkshire	1,510k

	<p>spend by the Recipient of the retrofit technology.</p> <ul style="list-style-type: none"> - SCC are able in certain circumstances to require the grant to be repaid, such claw back may be enforced where the Recipient fails to comply with the Agreement. 		
<p>Page 46</p>	<p>Clean Bus Technology Fund</p> <ul style="list-style-type: none"> - The aim of the funding is to address air quality concerns across the city by reducing NO₂ emissions, particularly at locations close to busy traffic roads / routes. The Recipients shall retrofit a number of public buses in 2018/19 with Selective Catalytic Reduction Technology (SCRT). The Recipients are responsible for sourcing and arranging the retrofit of their vehicles with accredited technology and have identified such technology and with routes / services will provide the maximum impact / reduction of harmful emissions. - The Recipients are responsible for on-going maintenance and repair of the technology. - The Recipients will be responsible for monitoring and reporting. SCC will agree the exact monitoring requirements required from the Recipients and these will be included within schedules to the agreement. The monitoring and reporting requirements imposed upon the Recipients will ensure that there is in turn compliance by SCC of requirements imposed by central government. - Although not required by central government – the Council have requested that monitoring of the ‘impact’ of the retrofits is carried out for a period of 5 years. - Such grant funds will only be paid following evidence of actual spend by the Recipient of the retrofit technology. - SCC are able in certain circumstances to require the grant to be repaid, such claw back may be enforced where the Recipient fails to 	<p>Stagecoach Yorkshire</p>	<p>437k</p>

	comply with the Agreement.		
C	Quality of life		
	None		
D	Green and open spaces		
	None		
E	Housing growth		
	None		
F	Housing investment		
	None		
G	People – capital and growth		
	None		
H	Essential compliance and maintenance		
	None		

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