## Appendix C

# Barriers that have stopped the introduction of ZEBs within SCR to date

#### **Policy**

No clear strategic policy steer from Government.

No end date set to end the sale of diesel buses.

#### **Operational**

The hilly terrain in and around Sheffield places additional power strain on batteries.

Operating costs of ZEBs are higher than diesel

#### **Operator**

SCR Operators have thin margins and are not prioritised for investment.

Owning Groups prioritise working with LTAs with clear strategic vision.

## Funding & Finance

The adoption of low emission vehicles requires large, risk tolerant capital investment, both to procure the vehicles and to supply the charging / fuelling infrastructure

### Technology

Limited range of BEBs – not compatible with running boards.

High cost of fuelling / charging infrastructure



Zero Emission Bus Operation across the SCR

#### Legislative & Regulatory

Government BSOG grants supports Diesel Operations

State Aid challenges to LTA financial support, particularly subsidising costs

# $Condition\ for\ success\ going\ forward$

Supplier

High Capital Cost – double the price of diesel.

Currently no second hand / cascade market, with majority of ZEBs being new fleets.

Clear Vision and Long Term Delivery Plan Supporting Pilot Schemes delivering diesel parity Investing in support infrastructure and Grid Upgrades

Particular planning support with Independent Operators – supporting Business Case development