

**BWG-M-10-11**

**BUS WORKING GROUP MEETING**

**Tuesday, 9<sup>th</sup> November 2010, 10:30 – 13:30**

**Low Carbon Vehicle Partnership  
83 Victoria Street, London SW1H 0HW**

**MINUTES**

**Attendees**

Jonathan Murray – LowCVP  
Bob Bryson – ADL  
Maurice Perl – Wright Group  
Matt Sotwer – DfT  
Stephen Smith – DfT  
Claire Haigh – Greener Journeys  
Jonathan Bray – PTEG  
Bob Davies – SMMT  
Stephen Littler – Mersey Travel  
Bashir Khan – BIS Henderson  
Colin Copeland – CPT  
Sravya Rao – DfT

Tim Rhodes – Fuel Harmonics  
Roger McNair – Fuel Harmonics  
Phil Margrave – Go Ahead  
Neil Fulton – Millbrook  
David Lemon – DL Consulting

**Apologies**

Adrian Wickens – Volvo  
Alan Martin - Scania  
Chris Walsh – Cenex  
Mike Attfield – Energenics Europe  
Martin Sutton - Stagecoach

**1. Welcome and apologies**

Jonathan Murray welcomed members to the Bus Working Group (BWG) meeting and the apologies were noted.

**1.1 Appointment of Chair**

Jonathan Murray stated that the Chair of the Bus Working Group was up for re-election. The current Chair of the group, Bob Bryson, was prepared to continue and was re-elected with unanimous support. However, BB stated that there was some risk that he might have to step down before the end of the coming year and so it was agreed to seek nominations for a Vice-Chair.

**Action:** Nominations for Vice-chair of BWG to be sought.

**2. Minutes and Matters arising**

The minutes of the BWG meeting held on the 19 May (BWG-M-10-05) were agreed.

Thanks were expressed to Go Ahead Group for the provision of a LCEB for the LowCVP Conference.

Colin Copeland noted a concern that bus priority measures were under review and the loss of these might cause a worsening in fuel consumption of buses and result in a rise in CO<sub>2</sub>.

Colin Copland asked why Green Bus Fund monitoring was to be based on quarter days. It was noted that this was a compromise agreed at the last BWG meeting however, GBF monitoring was not yet agreed and that this might be an area for discussion when DfT confirmed the requirements.

It was noted that Martin Sutton of Stagecoach Oxford wasn't able to attend but it was proposed that Go ahead Group might provide a presentation of telematics at the next BWG meeting.

### **3. Appointment of representatives to Members Council**

The BWG's representation on the Members Council was presented for election as detailed in paper BWG-M-10-18. Of the three current representatives Phil Margrave, Go Ahead Group, and Maurice Perl, Wright Group, were prepared to continue to represent the BWG's stakeholders. In addition David Lemon, David Lemon Consulting, was elected to be the third representative.

It was noted that Neil Scales of Mersey Travel represented the bus industry on the LowCVP Board of Trustees, there was also a position for a commercial vehicle operator which was being held vacant currently.

It was noted that the LowCVP had been conducting work on the certification of Low Carbon HGVs, and the first phase of work was drawing to a close. The BWG requested a report on this work.

**Action:** Present low carbon HGV recommendations to BWG.

### **4. LowCVP update**

#### **4.1 LowCVP activity report**

JM outlined the activity of the LowCVP since the last meeting of the BWG which is detailed in paper BWG-P-10-19.

#### **4.2 LowCVP work programme 2010/11 H2**

The LowCVP work programme for the second half of the financial year 2010-11 was presented for information and was taken as read to allow time for debate of other items on the agenda. The work programme was detailed in paper BWG-P-10-20.

### **5. BWG Work programme**

#### **5.1 Local Transport Authority Toolkit**

Maurice Perl presented the project brief for the local transport authority toolkit, detailed in paper BWG-P-10-21. The toolkit is to illustrate the use of the new powers made available in the Local Transport Act 2009 along with other examples of best practice to encourage the regional take-up of LCEBs.

MP reported that the project would be put out to tender immediately following the BWG and it was hoped to appoint a contractor in January 2011 with a view to completing the project by April 2011.

**Action:** Comments on the project brief or suggestions of consultants to invite to tender should be provided to MP.

#### **5.2 Monitoring LCEB role out**

JM made short presentation regarding the monitoring of LCEBs progress to date and outlining a number of issues, these are detailed in BWG-P-10-22. The main way in which data is disseminated is through the LCEB microsite which in October received 199 unique visitors, 65% from the UK, with 54% being directed from search engines. The most popular pages being those on certification.

It was discussed how the flow of information could be improved and in particular:

- How best to ensure there was a comprehensive list of LCEBs listed on the microsite?

- Ensuring the news stories for the market monitoring service were current and up to date?
- Tracking when and where LCEBs are entering into service?
- How best to monitor LCEBs in service with data from TfL and DfT?

It was agreed there was no simple way to achieve this however all members were encouraged to use their channels of communication to remind manufacturers and operators to inform LowCVP of developments.

**Action:** SMMT offered to contact its members to ask them to confirm LCEB products available.

**Action:** CPT offered to contact members via Engineer Committee to ask them to contact LowCVP with information regarding LCEBs coming into operation.

### **5.3 Low carbon transport forums**

Bashir Khan, of BIS Henderson, presented the provisional results of the investigation into low carbon transport forums, detailed in paper BWG-P-10-23. The objective of this project was to provide LowCVP with an understanding of the networks through which local authorities and public sector bodies engage regarding climate change and transport issues as back ground information for LowCVP to assess how best to engage with this group.

The study identified a complex picture of networks and groupings across the UK which could be broadly broken down into national, regional and transport forums. Issues identified during the study regarding the dissemination of information showed room for greater consistency and better sign posting, the issues included:

- Plentiful advice available relating to transport issues but poorly signposted and not transferrable
- No link between some sustainability initiatives and the reduction of transport climate change gases;
- No clear identification of how to influence non-managed activities (e.g. taxis, buses, contracted out services)
- No clear guidance on 'grey fleet' matters
- Interaction occurs at an operational level between public-private interfaces, not clear as to the strategic discussions on transport;
- No real clarity on the 'lessons learned' by the different modes (e.g. SAFED was not transferrable)
- No clear signpost of where to find a suitable transport forum

There are a large number of networks but there is no dominant approach and there is a lack of signposting and coordination. Other key findings include:

- Ensure that all national sustainability measures include transport;
- Provide guidance on how to highlight advice for non-contracted fleet activities, especially on how to include it in the procurement of services;
- Issue grey fleet guidance, building on the safety advice that has already been issued;
- Initiate a programme to contact public and private strategic decision makers but care will need to be taken around representation;
- Produce an easy 'signpost' to highlight where seek a forum, which will also benefit the forums;
- Considerable transport information is provided but in an uncoordinated way.

It was proposed that LowCVP explore synergies with Low Emission Strategies Partnership as a potential partner to engage with local authorities. Once finalised, the LowCVP will consider how to progress this area of activity in conjunction with other project areas as part of the work programme review.

## **6. Spending Review – DfT priorities & LCEB uptake**

Stephen Smith, DfT, outlined developments regarding the Spending Review and BSOG. He confirmed that BSOG would be cut by 20% from 2012. However, incentives for LCEBs and smartcard readers and telematics would continue over the spending review period. Government was working with industry to determine most effective way of operating BSOG in the long term and this would primarily be through the Bus Subsidy Advisory Group of which LowCVP is a member. It was asked if DfT had considered the impact of a 20% cut in BSOG on public transport provision, and it was confirmed that DfT had consulted on this.

JM stated that LowCVP's BWG group would be happy to input to the process and pointed out that DfT and LowCVP worked most productively together when DfT were clear about specific issues relating to climate change or LCEBs which they required LowCVP to consider. It was also asked if DfT could provide any useful evidence published on smart ticketing.

**Action:** DfT to provide link to evidence published on smart ticketing.

Matthew Sowter of DfT then provided information regarding the take up of LCEBs based upon DfT's records which to date were that:

- 5 claims for LCEB BSOG supplement had been claimed since the measure was introduced in the spring 2010.
- Of the buses supported through the GBF, 3 groups had gone into service. These were in Oxford (26), Manchester (30) and Durham (3). Another batch was expected to go into service in London before Christmas.

It was confirmed that both GBF 1 & 2 have to be spent by 31 March 2011 and vehicles must be in service by 31 March 2012. DfT confirmed that they were actively following up with grant recipients to ensure GBF grants would be used and if not that they were reallocated.

It was agreed that LowCVP and DfT should explore how best to formalise regular reporting of LCEB progress from DfT sources.

**Action:** LowCVP and DfT to explore how best to provide LCEB data.

DfT wasn't able to provide a report on activity in Scotland which LowCVP agreed to follow up with Scottish Executive.

**Action:** LowCVP to contact Scottish Executive to determine action in Scotland on LCEBs.

## **7. Future activity & collaboration**

### **7.1 Greener Journeys – update & future activity**

Claire Haigh, the Campaign Director of Greener Journeys provided a presentation outlining the aims, progress and future plans of the Greener Journeys campaign presented in paper BWG-P-10-24.

The purpose of the campaign is to provide a focal point for Government and industry to look at role modal shift can play in climate change as opposed to technology.

The objective being to deliver a modal shift from car to bus and coach by creating a more bus friendly policy environment, and by mobilising consumers to change their travel behaviour with the target of taking one billion car journeys off the road.

CH set out a 4 year plan delivered through three key work streams of political influencing, building partnerships and delivering a consumer campaign. The aim being to develop during 2010 with full scale delivery ramping up between 2011 and 2014.

It was agreed that the Greener Journeys campaign complemented the LCEB activity of the LowCVP and that the two bodies should look to co-operate where possible.

**Action:** LowCVP to circulate presentation to BWG.

### **7.2 PTEG – low carbon pathways**

Jonathan Bray, CEO of PTEG outlined PTEG's current plans and future areas of interest. PTEG represents Passenger Transport Executives of cities outside London with 11 million residents. His main aim with regard to LowCVP was to deepen the engagement with PTEs beyond sustainability officers and to engage more with people on the bus operations side.

PTEG's work to date in this area have focused around:

1. Looking at scenarios for greening bus operations. This included a guide developed by TTR on technology options.
2. Most effective ways to reduce CO2 emissions for cities. A study conducted by WS Atkins called City Pathways. Confirmed the most cost effective actions were greening bus operations and electric cars and small buses.

JB sees the role of PTEG to provide information, push the agenda and support PTEs. As such JB saw the Local Transport Authority Toolkit as project PTEG could support and was happy to share research with LowCVP and co-operate on events and webinars.

### **7.3. Future activity – initial thoughts**

BB invited comments on the work or Greener Journeys and PTEG, it was seen as positive to seek wider collaboration with these bodies to make LowCVP's activity more effective in dissemination.

There was some debate regarding role for bus priority measures however, there wasn't a clear view coming from the group. Bus priority measures are coming under pressure however, due to funding cuts ability for local authorities to undertake activity in this area was seen as limited under the current situation.

The issue will be raised again at the next BWG meeting, in the meantime members are encouraged to make suggestions to LowCVP secretariat.

## **8. AOB**

### **Next meeting:**

8<sup>th</sup> February 2011

10:30am to 1.30pm

LowCVP, 83 Victoria Street, London, SW1H 0HW