

BWG-P-10-21



LowCVP Local Transport Policy Tool Kit

Project Brief

This paper is provided for comment and agreement by the members of the Bus Working Group.

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Revision History

Version	Date	Author	Status
0.1	14.5.10	JM	Initial draft
0.2	4/11/10	MAP	2 nd draft

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1. Purpose

The objective of this project is to provide for local transport authorities an understanding of the Local Transport Act and to provide a basic “how to” directory that will guide and encourage those authorities interested in developing a low carbon bus strategy in their area.

This toolkit will form part of the resources that the LowCVP will employ when talking with local transport authorities to encourage them and bus operators in their area to procure Low Carbon Emission Buses (LCEB) following recent initiatives by the LCEB on BSOG supplement and the Government’s Green Bus Funds.

2. Outline Business Case

The LowCVP mission is to accelerate a sustainable shift to low carbon vehicles and fuels. One of the Partnership’s new Strategy themes is building the market for lower carbon commercial and public service vehicles. This project takes forward a core area of activity for the Partnership

This project is an extension of the existing work to build the market and deepen the support for LCEBs. LowCVP is ideally qualified to undertake this work having previously undertaken an extensive programme of activity in this area.

3. Background

LowCVP commissioned a feasibility study into low carbon bus procurement outside London in 2008. At that time the Local Transport Act had yet to be enacted. The study identified a number of drivers for local transport authorities to promote low carbon buses in their region and potential powers to be introduced through the Local Transport Bill.

The feasibility study concluded that the broad policy drivers coming from Government are to encourage and stimulate national and local actions to reduce greenhouse gas emissions, and the introduction of low carbon vehicles forms one important part of this strategy. These drivers can be seen in the broad policy initiatives contained in new legislation such as the Climate Change Act, and in the recent strategy and guidance documents such as the Low Carbon Transport Innovation Strategy and the Energy Measures Report.

Moreover, there is a new enabling environment for local transport authorities, including PTAs, through the Local Transport Act that provides more flexibility for introducing low carbon buses. In particular and, importantly, the revival of powers affords PTAs opportunities with operators that run routes under a subsidised service contract or a quality contracts scheme. PTAs can now buy and then lease low carbon buses in appropriate situations.

New powers granted to PTA's and to a lesser extent local transport authorities would make low carbon bus procurement outside London possible on subsidised routes, contracted routes, in-house services and via Quality Partnerships and Contracts.

Hence the main opportunities for PTA and local transport authority involvement could include:

- Subsidised routes which are socially necessary but not commercially economic;
- Park and Ride services;
- Local Authorities running their own local public transport
- Strategic Quality Partnerships between PTA, Local Authorities and operators
- In-house transport such as school buses and social services;
- Quality partnerships/quality contracts, supported by BSOG funds.

BSOG Reform

As part of the Budget 2009 an amendment to the Bus Service Operators Grant was introduced to encourage the uptake of LCEBs. As a result from the 1st April 2009 bus operators using LCEBs are able to claim a supplementary BSOG rate of 6 p/km for all eligible kilometres operated, additional to the normal BSOG payment these buses would receive. The purpose of the additional payment is to provide operators of LCEBs with the equivalent rebate they would have received if operating a normal diesel bus based on the assumption of a 30% fuel economy improvement.

Green Bus Fund

During the summer of 2009 the DfT announced a Green Bus Fund of £30m followed by a further £14.3m in 2010 of which £4.3m comes from the Scottish parliament. These funds have encouraged the purchase of LCEBs in the UK and should result in c. 500 low carbon

buses being added to UK fleets. Bus operators, local authorities, Passenger Transport Executives (PTEs), Transport for London (TfL), and companies leasing/renting buses to these bodies competed for monies that have helped them buy the significantly more expensive LCEBs.

4. Objectives and Exclusions

The objectives of the study are:

- To identify and compile the powers available to local transport authorities across the UK to encourage the uptake of LCEBs.
- To produce a toolkit of policies and practical guidelines which local transport authorities can use to encourage the uptake of LCEBs in their region.
- To make available the resulting toolkit through the LCEB microsite on the LowCVP website.
- To Identify the key organisations and people likely to benefit from the toolkit
- To create a hard copy version for possible future distribution to targeted recipients

While publication of the toolkit on the LCEB microsite is essential there could be a strong case for a proactive approach through hard copy distribution to a targeted audience to enhance the opportunities for usage and perhaps improve the “value for money” investment made in the project.

However the project will not proactively engage in dissemination of the results of the study or seek to engage local transport authorities directly without first seeking the approval of the Bus Working Group and the Members Council.

5. Outline Project Deliverables and Constraints

The following project outputs are anticipated:

- Project Brief 0.2
For consideration by the BWG.

- **Project Brief V1.0**
Defining in detail the scope and outputs from the study.
Incorporating comments from BWG and sub-group
- **1st Draft report**
 - Summarising outcomes from study commissioned by LowCVP and detailing key findings for comment by sub-group and BWG.
- **2nd Draft report (incorporating initial views of sub-group and BWG)**
 - Summary of outcomes (details annexed)
 - Detailed descriptions of key policy options.
 - Initial conclusions and recommendations
- **Final Draft report (for agreement of Members Council)**
 - Summary of outcomes
 - Detailed descriptions of key policy options.
 - Final conclusions and recommendations
- **Final report & policy summary (accommodating BWG and MC comments) for sign off by the Board and dissemination**
 - Publication

6. Initial Cost/Resource Estimates

10 days of secretariat resources have been allocated to manage the project. A nominal £18k budget has been made available for the commissioning of the project. This figure will be tested when the brief has been approved and possible contractors have been contacted.

7. Communication Plan

All members will be made aware of the project through the brief and invited to participate in an overseeing sub-group

The project will report to the BWG with updates provided to the Members Council and other relevant working groups if requested. The deliverables will be placed on the LowCVP website and possibly be distributed in hard copy form.

A more extensive dissemination plan will form the recommendations of the project to be agreed with BWG and MC.

8. Success Criteria

Consensus reached on key policy options for local transport authorities to promote LCEBs locally

High quality report available through LCEB microsite.

Hard copy toolkit/directory

9. Outline Project Arrangements

9.1 Project Governance

The budget holder is the LowCVP Director, Greg Archer.

The research will be project managed by Maurice Perl, supported by the Bus Working Group Chair, and a Project Steering Group comprising of incorporated members of the Bus Working Group.

The LowCVP Bus Working Group will oversee the project and members will be able to comment upon documents and make recommendations to the project steering group.

Project sign-off would be by the LowCVP Director, Greg Archer, the Chair LowCVP Bus Working Group, along with the project steering group yet to be determined.

9.2 Milestone Map

Date	Item
9 th Nov 2010	Brief v0.1 discussed at BWG
	Brief v0.2 circulated and sub-group recruitment commences
	1 st subgroup meeting
	Brief V1 agreed by sub-group
	Brief signed off BWG
	Working paper 1
	2 nd sub-group meeting

	Working Paper 2
	3 rd Sub-group meeting
	First draft report
	4 th sub-group meeting Presentation BWG & Members Council
	Second draft
	5 th sub-group meeting
	Final draft to BWG & Members Council
	Final report
	Report dissemination

The project could take c.9 months to complete. This takes into account the periodic meetings of the BWG to approve stage progress. However this timetable might change following detailed discussions with potential contractors.