



# Members Newsletter

Issue 2018/5 – September / October

## AUTUMN EDITION

I and my fellow Directors are always keen to hear from you; especially if you have any ideas as to what we should be doing as an Association. We are here to serve our members but two way communication is very important.



## FROM THE CHAIRMAN – STEPHEN TELLING

I am sure that, like me, many of you are wondering where the year has gone as we enter the final three months of 2018.

It was good to see many of you at our Clean Air and Compliance workshop on 24 September where we learnt much about the proposals in London as well as other locations in England. A full report can be found within this newsletter.

Other highlights we have to look forward to in the weeks ahead include our educational tour to Spain in October, courtesy of Volvo, our Christmas meal in December and of course our Dinner Dance on Saturday 2 February 2019.

One of our frustrations has been the time it has taken to upgrade and renew our website. However Peter Bradley continues to work hard to make progress with this and I have been promised that we will see some significant improvements by the end of the year.

## Welcome to New Members

We welcome a further new member to our Association.

- A La Carte Travel

We are looking forward to seeing them at future events. If you know of an operator who you think would like to join us why not invite them?

Have a great autumn.

**New Association email address:**  
**ltcoa2@gmail.com**

# LTCOA Christmas Dinner 2018

**Tuesday 4 December – 18:45 for 19:15**

**By popular demand we will be returning to The Pheasant in West End Lane, Harlington for an evening of Christmas food and catching up with friends old and new.**

All LTCOA members and partners are warmly welcome for our end of year social event.

Please book early to avoid disappointment. The cost is **£38.50 each**, which includes 4 courses and service charge. Please let Peter Bradley know on email **ltcoa2@gmail.com**, how many spaces you would like. We would be grateful if you can also complete the booking form (sent with this newsletter) and return it to LTCOA, Little Owl Farm, Halebourne Lane, Chobham Surrey, GU24 8SL.

Your food can be chosen on the evening, but to wet your appetite we have included details of the Christmas menu below:

## **The Pheasant Christmas Menu – 98 West End Lane, Harlington UB3 5LX**

### **STARTERS**

- CLASSIC PRAWN COCKTAIL
- SMOOTH PORK LIVER & CHICKEN BRUSSELS PATE *Served with Toasted Ciabatta & a Caramelised Red Onion Chutney*
- LIGHTLY BREADED NORTH PACIFIC CALAMARI *Served with a Sweet Chilli Dip*
- ORIENTAL DUCK & HOI SIN FLATBREAD
- GALIA MELON AND GRAPE MINT COCKTAIL
- HOMEMADE SOUP OF THE DAY (V)
- CHICKEN TIKKA SKEWERS *served with a Cucumber and mint Yoghurt Dressing*
- GRILLED MATURE GOATS CHEESE, BEETROOT AND WALNUT SALAD *finished with a Balsamic Glaze*
- STARTER OF THE DAY(Ask Server)

### **MAIN COURSES**

- TRADITIONAL NORFOLK TURKEY OR PRIME BEEF TOPSIDE *Served with Pigs in Blankets, Sage & Onion stuffing, Roast Potatoes, Fresh Vegetables, Yorkshire Pudding & Gravy*
- BAKED FILLET OF SALMON FINISHED WITH A DILL AND HORSERADISH SAUCE *Served with New Potatoes & Green Beans*
- MEDITERRANEAN BAKED COD *Served on a bed of Pesto Roasted Vegetables with Baby Roast Potatoes*
- GREEK STYLE SLOW COOKED LAMB SHANK *Served on a Bed of Parsnip Mash, with Briami Roasted Vegetables*
- PRIME 21 DAY AGED 280G SIRLOIN STEAK *Served with Chips, Flat Cup Mushroom, Baby Vine Tomatoes, Onion Ring with a Merlot and Peppercorn Sauce*
- SLOW ROASTED DUCK LEGS *Served on a Bed of Sauté Savoy Cabbage with Baby Roast Potatoes, Finished with a Red Wine and Redcurrant Jus*
- BAKED CHICKEN PIZZAIOLA SUPREME *Served on a bed of Vegetable Ratatouille with Herb Roasted Potatoes*
- DISH OF THE DAY(Ask Server)

### **VEGETARIAN MAIN COURSES**

- CUMIN, BUTTERNUT SQUASH AND LENTIL WELLINGTON *served with New Potatoes and Fresh Vegetables*
- THAI RED VEGETABLE CURRY *Served with Saffron Rice and Naan Bread*
- SUNDRIED TOMATO AND PESTO PENNE *finished with Rocket & Parmesan Served with Garlic*
- ASPARAGUS, BROADBEAN AND GARLIC RISOTTO *Served with Toasted Ciabatta*

## SWEETS

- TRADITIONAL CHRISTMAS PUDDING *Served with Brandy Sauce, Flavoured with Stem Ginger*
- GIN AND ELDERFLOWER CHEESECAKE *Served with Lime Sorbet*
- STICKY TOFFEE PUDDING *Served with Devonshire Custard*
- WARM BRAMLEY APPLE PIE *Served with Cinnamon Cream*
- SALTED CARAMEL COOKIE DOUGH CRUNCH PIE *Served with Honeycomb Gelato Ice Cream*
- CHOCOLATE ORANGE BROWNIE *Served with Madagascan Vanilla Gelato Ice Cream*
- RHUBARB CRUMBLE *Served with Devonshire Custard*
- COUNTRY HOUSE CHEESE SELECTION

## TO FINISH

- TEA OR COFFEE, MINTS AND MINCE PIES

## SOUNDBITES

The **Woolwich Ferry** is now closed until the end of this year, as preparations are made at both the North Woolwich and Woolwich terminals for the introduction of new boats early in 2019. These new vessels make use of latest technology, but some infrastructure at the terminals needs to be updated including the berths, to be compatible with the new boats.

In addition there are some urgent ongoing works to the ventilation system in the **Rotherhithe Tunnel** which further restricts the size of goods vehicle that are able to access this crossing under the River Thames.

These closures and restrictions are putting greater pressure on other river crossings including Blackwell Tunnel and Tower Bridge. **Traffic on the approach to these crossings and in other parts of east London may be busier than normal.** You are encouraged to build in additional time to reach their destinations and look at possible alternative routes if that is feasible.

**Fenchurch Street** in the City of London remains closed until 21 October whilst work continues on gas main repairs.

Transport for London is currently **consulting on changes to London Service Permits**, which are required if you run any local bus services or school contracts and tours where separate fares are charged. The new guidance will reflect the policies contained in the Mayor's Transport Strategy and the changes to the Low Emission Zone, the introduction of the Ultra Low Emission Zone and the emergence of new types of bus services. These include those with DRT features such as flexible pick-up and drop-off based on passenger demand and use of app-based technology for pre-booking.

Some of the key changes are:

- For vehicles in scope, compliance with the Ultra Low Emission Zone scheme in 2019 and 2020 will be compulsory – payment of the daily charge is not permitted. The small number of vintage vehicles which operate under LSPs will remain out of scope.
- Whether there is evidence of systems in place to monitor and enhance driver and vehicle standards, demonstrating a commitment to the Mayor's Vision Zero for London.
- Whether the operator has in place a system that allows confidential incident reporting ("whistleblowing") of safety concerns by staff.

Your Association will be responding to the consultation.

# CLEAN Air Zones and ULEZ – Is Compliance Possible?

## Peter Bradley summarises the seminar and highlights the key points from speakers

We welcomed over 30 delegates to its workshop on Clean Air Zones and ULEZ and explored the question as to whether compliance was possible for those within the coach industry who regularly visit London.

**Adam Moody** from **TfL** explored the background to the proposals, the importance of the new Mayors Transport Strategy, its links with the London Environment Strategy (which brings together a number of other documents on various aspects of the environment) and the London Plan. He reminded the group of the stark realities of air pollution in the capital, namely

- Air pollution is one of the most significant challenges facing London, affecting the health of all Londoners.
- There are locations in every borough that exceed legal limits for NO<sub>2</sub>.
- The health impacts associated with air pollution fall disproportionately on the most vulnerable communities, affecting the poorest and those from minority ethnic groups more acutely

He also reminded us of the proposals:

- From **9<sup>th</sup> April 2019**, any standard sized coach or bus that does not meet Euro VI standards will be charged £100 for coming into the central area (the current Congestion Charge zone, which will also become the Ultra Low Emission Zone). The £200 charge for a vehicle that does not meet Euro IV standards for PM (Particulate Matter) throughout the Greater London area (the Low Emission Zone) remains unchanged.
- From **26<sup>th</sup> October 2020** the Ultra Low Emission Zone (ULEZ) for standard sized buses and coaches extends to cover the whole of the current Low Emission Zone; i.e. throughout the Greater London area. Any vehicle that does not meet Euro VI standards will be charged £100. If your vehicle does not meet Euro IV standards for PM, the charge increases from £200 to £300.

**There is still some confusion as to whether the extension of the ULEZ is to the greater London boundary (some operators think of it as the area within the M25) or just to the North and South Circular Roads.**

Adam was absolutely clear it is to the Greater London boundary. Proposals involving the North and South Circular Roads come later (in 2021) and impact cars and light vehicles only.





The overall benefits of these proposals are:

- Over 100,000 fewer people living in areas exceeding legal NO<sub>2</sub> limits London-wide in 2021
- 77 per cent reduction in NO<sub>2</sub> London-wide, 96 per cent reduction in Outer London
- 71 per cent fewer schools in areas exceeding legal limits in 2021

Adam explained that there are four main ways to meet these new requirements:

- Buy or lease a compliant vehicle
- Retrofit vehicle
- Reduce trips (more relevant for freight than passenger transport)
- Pay the Charge

**TfL** expressed disappointment that solutions for retrofitting had not been forthcoming sooner and had tried to balance the need to improve air quality with the provision of sufficient time for the industry to act.

**Steve Skinner** from **Skinnners of Oxted** gave an insightful presentation of the position from an operator's perspective. He said that operators were caught between a rock and a hard place and expanded the focus to the whole of England.

Currently there are 23 local authorities where government were expecting pollution levels to be illegal by 2021. Steve gave the reasons why road transport had to be targeted as well as the other pollutants, the fact that the World Health Organisation's (WHO) air quality guidelines are the basis of the statutory limits and cost of the measures to human health.

In terms of funding for retrofitting Steve said that this tended to be focussed on local authorities and was mostly allocated for service buses.



Steve estimated that there were:

- 20,000 - 25,000 coaches in the UK
- Approximately a 20 year life
- Approximately 1,000 new coaches rolled out each year
- Therefore, in 2019 there would only be approximately 5,000 Euro VI coaches

Retrofitting was therefore essential and identified by the Joint Air Quality Unit (JAQU) as having a key role in achieving compliance. However there are major problems for manufacturers in achieving application accreditation, with buses being the main focus to date.

**Jim Mason** from **Green Urban** and **James Thorpe** from **Eminox** presented on their progress and work on retrofit and reminded us that for each system variant needed to be:-

- Designed
- Optimised
- Tested
- Proof fitted
- Field Trials

prior to volume supply on the market.



It was clear that one of the main challenges for the manufacturers was knowing the market for retrofit for each type of vehicle that existed.

Knowing the numbers of vehicles out there was one thing; understanding how many of them would be presented for retrofit was another.

Developing bespoke solution for each type of engine where potentially only a handful of

orders may come in for retrofit would be a challenge, especially in then getting the solution tested at Millbrook and certified.

**Both Jim and James said that it was vital that operators acted immediately if they wish to be compliant. Leaving it too close to the deadline to seek a retrofit solution is not in their best interests. This is clearly a challenge for the LTCOA and we will be conducting a survey of all members in the very near future.**

The **Q and A** session after the main presentations was lively and several points came across:

- The **Energy Savings Trust** and the **DVSA** are working on a national database to ensure that all retrofitted vehicles and compliant Euro VI vehicles are recorded accurately. TfL will also maintain its own list of vehicles that have been retrofitted to be compliant. Stephen Telling, asked TfL to work with the DVSA to deliver the National Database.
- **Heathrow Airport** IS included in the London Low Emission Zone (there is no entrance to the airport that avoids it)!
- **The question of a period of grace was raised. Whilst no commitment was made, TfL appeared to understand the issues and took them away.**

- The issue of retrofitted buses being funded by public money and then sold on where they could compete for work with coach operators who have to fund retrofitting out of their own pocket was also raised, and a request that this is thought through for any future schemes.

Overall we believe that this was a very worthwhile afternoon with much for the industry to do going forward. Your Association will do what it can to support you and follow through the actions that result.

## FROM THE DIRECTOR OF ADMINISTRATION & DEVELOPMENT'S DESK



Peter Bradley

There is not so much from me this time as we have been busy organising the Clean Air Workshop and moving forward with the website as Stephen Telling has already mentioned.

However I have one of my regular meetings with Transport for London (TfL) in October and I am determined to get some answers on a number of coach bay issues which remain unfinished. I am also concerned about phase two of the **Red Route Trial** which has been much delayed in its implementation, but I believe this to be because of the large re-organisation that is taking place rather than any issues with the first phase.

Finally I had the pleasure of a holiday in Ireland in early September which included a visit to the Cliffs of Moher in County Clare on the west coast. I was very impressed with the facilities for coaches and their customers; and they had even thought about



off side doors as well. This is what we need in London, especially at some of the well known tourist attractions and also elsewhere in the country. However land availability is always the issue, which at Moher was not a problem.

## **LTCOA MEMBERS EVENT SCHEDULE 2018-19**

### **Monday 22 to Wednesday 24 October**

**Educational Tour** - Sunsundegi Factory, Spain, hosted by Volvo – **NOW FULLY BOOKED**

### **Monday 19 November at 19:30**

Hilton Garden Inn, Eastern Perimeter Road, Hatton Cross, London, TW6 2SQ

### **Tuesday 4 December at 18:45 for 19:15**

**LTCOA Christmas Dinner** – The Pheasant, 98 West End Lane, Harlington, UB3 5LX. Food can be selected on the evening - £38.50 a head, which includes service. Drinks to be purchased individually

### **Monday 14 January 2019 at 19:30**

Hilton Garden Inn, Eastern Perimeter Road, Hatton Cross, London, TW6 2SQ

### **Saturday 2 February 2019 18:15 for 19:15**

The LTCOA 32<sup>nd</sup> Annual Dinner Dance – The Palace Suite, The Royal Garden Hotel, 2-24 Kensington High Street, W8 4PT

### **Monday 11 March 2019 at 19:30**

**AGM** - Hilton Garden Inn, Eastern Perimeter Road, Hatton Cross, London, TW6 2SQ

## **CONTACT US**

<b>Address</b>	LTCOA, Little Owl Farm, Halebourne Lane, Chobham Surrey, GU24 8SL
<b>Telephone</b>	07802 679795
<b>Email</b>	<a href="mailto:ltcoa2@gmail.com">ltcoa2@gmail.com</a>
<b>Website</b>	<a href="http://ltcoa.co.uk">ltcoa.co.uk</a>