



Members Newsletter

Issue 2018/7 – December

ON A PERSONAL NOTE

Richard, Christine and I would like to thank all the members for their messages of condolence and support during these past few weeks as we come to terms with the loss of Jo. It has been a difficult time for us all and we are very grateful for all of your kind words and thoughts.



FROM THE CHAIRMAN – STEPHEN TELLING

As we come towards the end of 2018, I would like to thank members for their support of the Association during the course of the year. The **Dinner Dance** in February, our **Open Evening** in April, the **Clean Air Workshop** in September and the **Tour to Volvo's Sunundegi Factory** in Spain in October are some of the highlights. Those who came and participated have got a lot out of these events, assisting them professionally as well as meeting up with others socially.

I have always held the notion that the more you put into things, the more you get out of them and that is definitely true with any association or body that you belong to. We are currently putting together the programme for the rest of 2019 and I hope that you will find something that is of interest to you.

You will read elsewhere in the newsletter about our **32nd Dinner Dance on Saturday 2 February 2019**. Please do come and support this, the flagship event in the Association Calendar

Welcome to New Members

We welcome a further new member to our Association.

- **Mitcham Belle**

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?

May I take this opportunity to wish all members, and those who you are close to, a happy and peaceful Christmas, whatever this year has brought you.

LTCOA 32nd Dinner Dance
Saturday 2 February 2019 — 18:15 for 19:15

The Palace Suite, The Royal Garden Hotel
2—24 Kensington High St, W8 4PT

Our Chairman, Stephen Telling, is delighted to invite you and your guests to our 32nd Annual Dinner and Dance—undoubtedly our industry's finest evening out.

The ticket price is **£87.00** per person

Timings

- 18:15 - Champagne Reception;
- 19:15 – Dinner; followed by entertainment and dancing;
- 02:00 - Carriages

Dress

- Black Tie

Cabaret

- Rod Woodward - Comedian - who starred in the Royal Variety Performance this year at the London Palladium

Dancing

- Spice, our band for the evening

Tombola

The LTCOA is holding an allocation of rooms at the Royal Garden, these can be booked through the Association

To book please complete the booking form (sent out with this newsletter) and return with your payment



LTCOA Operator Interview – Jeakins Coach Travel

Peter Bradley shares one of his recent interviews, as featured in Bus and Coach Buyer

We touch base with **Andrew Jeakins of Jeakins Coach Travel**, a family run coach hire company based in Thorpe, North Surrey.

PB - How many Coaches do you operate?

AJ – We have 10 coaches; six full size and four midis.

PB – Looking back over the past 24 months, what do you consider to be the achievement you are most proud of?

AJ – Oh gosh there are a number of things I can think of both professional and personal. However, from a professional perspective, achieving our goal of standardising on Mercedes vehicles has been one that I am particularly proud of. I also love being part of a family firm.

PB – From looking back to looking forward. What do you think will be your biggest challenge in the next 12 months?

AJ - The implementation of the London Ultra Low Emission Zone in April 2019 and its extension to cover Greater London in October 2020 is without a doubt the biggest single challenge for all operators based in and around London. Operators have to choose between relying on retrofitting vehicles (and the solutions are not all in place yet) or upgrading the fleet before they were planning to. For many it is a worrying and uncertain time. The 2020 date is the most concerning as that brings the ULEZ requirements to the London / Surrey border.

PB – And finally when looking at the industry as a whole, what do you think is the greatest opportunity for coaches in the future?

AJ – I believe that, as we move forward, we will see improved quality both in terms of the vehicles and the operators who run them, although I suspect that there will be less vehicles around. That should, in turn, have a positive impact on the rates that we can charge for work, with less risk of being undercut forcing prices down to an unsustainable level.



Consultation - London Service Permits – Changes to the Guidance Note

As we mentioned in our September newsletter, Transport for London recently consulted 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.

As a reminder some of the key changes were:

- 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.

There are currently over 200 routes run by approximately 70 operators running under LSPs issued by TfL. While these all have the same legal status of London local services they are wide-ranging in nature and purpose. Examples include, but are not limited to:

- Long-distance express coach services which also provide some local journeys
- Express shuttle services to and from airports
- Commuter coaches from Kent and Hertfordshire
- Hop-on, Hop-off tour bus services
- Local cross-boundary bus services providing services to communities on the edge of London
- Special event services, e.g. for Chelsea Flower show
- Emerging demand-responsive services which can be flexible by frequency or routing or both
- Heritage bus running days where fares are charged or donations solicited.

Your association responded to the consultation as follows:

In general, the LTCOA support the proposed changes to the LSP guidance document, on the basis that these are largely updates to align the document with law, policy and technological developments which have an impact of the operation of bus and coach services in London.

We do have reservations about the insistence that all vehicles must comply with the applicable minimum pollutant emissions requirements of applicable environmental schemes without the option of paying the charge for a non-compliant vehicle. Whilst we understand the reasons why TfL have adopted this approach, it could lead to situations, especially in the early days of a scheme, where a compliant vehicle is not available, without the option for a substitution. We suggest that when the extension to the Low Emission Zone is implemented in October 2020, that consideration is given to allow the charge to be levied for the use of a non-compliant vehicle on a service in an emergency situation, say for the first year of the scheme.

There are two other occasions where it might be appropriate for the use of non-compliant vehicles in an emergency situation:

1. Where an operator withdraws from a service at very short notice and another operator is asked to provide immediate cover. This is most likely for services that run into the London area from other parts of South-East England, either commercially or contracted by the relevant local authority.
2. In the event of a natural or human made disaster (eg: a major flood) where a temporary bus service is required, but where sufficient compliant vehicles are not available immediately.

Unlikely as these may be, TfL does not want to get into a position where it is unable to agree a permit for a service which would otherwise be in the best interests of all if it was allowed to run. Therefore, some contingency should be built into the guidance document which gives some discretion to TfL to allow the use of non-compliant vehicles.

Consultation - City of London Transport Strategy

The City of London Corporation is currently consulting on its own Transport Strategy for the Square Mile. This is of course separate to the Mayor's Transport Strategy which has now been adopted, but it helps support deliver the three key themes of **Healthy Streets and Healthy People, a good Public Transport Experience** and **New Homes and Jobs**.

The Corporation has responsibility for the management of most streets within the city. Interestingly there has been a 50% reduction in the amount of motor vehicles between 1999 and 2017 (from 198,000 to 91,000), with the introduction of the Congestion Charge Zone (2003), Global Recession (2008) and the opening of the Cycle Superhighways coinciding with significant drops in observed reductions. The greatest reductions are in the number of cars and taxis.

However, the number of people working in the city is forecast to increase by 90,000 in the next decade (from 480,000 now to 570,000 in 2028) and with the significant changes in the public transport infrastructure; most notable the Elizabeth Line (Crossrail); together with increases in walking and cycling, there is a need for change.

The key principles of the strategy are:

- **Pedestrians are the priority.**
- **A congestion charge that's fit for purpose:** supporting and championing the next generation in road user charging to seek to reduce motor traffic by 25% by 2030 and 50% by 2044.
- **Fewer vehicles on City streets:** encouraging drivers to use the right street for the right journey. Vehicles not having a final destination in the City will be directed away from pedestrian areas.
- **The City as UK pioneers for a zero-emission future:** The Corporation would champion a central London Zero Emission Zone, but also introduce local zero emission zones covering the Eastern City Cluster, Barbican and Golden Lane.

- **Vision Zero achieved at 15mph:** proposed introduction of a City-wide 15mph speed limit (subject to approval by the Department for Transport), which aims to reduce the likelihood and severity of collisions as the Corporation strives to eliminate death and serious injury from their streets.
- **Consolidation is key:** As a global business district, deliveries make up a quarter of vehicles on City streets, raising to a third during the morning peak. The aim is to reduce this by 50% by 2030.

Coaches themselves have little specific mention in the strategy; although proposal 14 states that the corporation will ensure that there is adequate on street provision of 'short stay' coach bays. As part of a question and answer session at a recent presentation the idea of more shared kerbside space would be looked at.

The consultation is open until Sunday 13 January 2019 and full details can be found at: www.citystreets.london

Your association will be responding!

SOUNDBITES

Park Lane

During the Winter Wonderland event in Hyde Park (until Sunday 6 January 2019) the five coach parking bays on Park Lane northbound between Grosvenor and Brook Gates are altered as follows:

- 2 coach bays (north) –suspended for coach use and instead allocated for taxi set down and pick up;
- 3 coach bays (south) – available for coach parking, with normal restrictions in place (max 2 hours parking).

The **Woolwich Ferry** is now closed until the end of this year. In addition, there are ongoing works in the **Rotherhithe Tunnel** restricting the size of vehicles. These closures and restrictions are putting greater pressure on **Blackwell Tunnel** and **Tower Bridge**.

Westminster Bridge is closed to all westbound traffic except buses and cyclists until 14 December. **Bridge Street** is also closed to all traffic. This is due to highway improvements being undertaken by Westminster City Council.

The Driver and Vehicle Standards Agency (DVSA) has recently reissued their '**Guide to maintaining roadworthiness for Commercial goods and passenger carrying vehicles**'. This can be found by clicking the link below. Although the guide itself is not mandatory, it is full of useful information to help you meet the relevant conditions and undertakings on your licence. A copy can be found by clicking on the link below.

<https://www.safedrivingforlife.info/sites/default/files/guide-to-maintaining-roadworthiness.pdf>

FROM THE DIRECTOR OF ADMINISTRATION & DEVELOPMENT'S DESK



Peter Bradley

I seem to have attended a number of briefings and presentations recently including a workshop on **City Streets**; the City of London's draft Transport Strategy which is currently open for consultation. You will find a report elsewhere in this newsletter.

One of the benefits of attending these sessions is not only being able to question the decision makers first hand and ensure that the coach industry is properly represented, but you also catch up with some other key stakeholder representatives. For example, I ended up having a very good conversation with someone from **Sustrans**, the cycle lobby group, and that should lead to having a representative come to speak to us at a future meeting. That fulfils a request from the membership of the LTCOA that has been outstanding for a while now.

It was also very good to meet with many of you at Bus Euro Expo 2018 at the NEC in Birmingham, where we had the pleasure of sharing our sponsor's stand, **Wrightsure**. I cannot stress the importance of having a sponsor such as **Wrightsure** who help the Association in all sorts of ways. Without them we could not deliver the level of service to LTCOA members that we are able to. I would like to take the opportunity to thank them for all their help and support throughout 2018 and look forward to continuing to work with them in the year ahead.

LTCOA MEMBERS EVENT SCHEDULE 2018-19

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 – **FULLY BOOKED**

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 32nd 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

Address LTCOA, Little Owl Farm, Halebourne Lane, Chobham Surrey, GU24 8SL
Telephone 07802 679795
Email ltcoa2@gmail.com - NEW EMAIL ADDRESS
Website ltcoa.co.uk



We wish you a very **Happy Christmas** and all the best for **2019**

Stephen Telling
Judy Dale
Andy Palmer
Neil Pegg
Peter Rice
Peter Bradley