



4 April 2022

## London Latest

### Coach Engine Idling

Westminster City Council approached the UKCOA last week over coach engine idling. It was a specific issue involving three coaches all run by different operators. However, it came with a warning. 'Please ask your members and all coach operators to switch off their engines when they are parked or stationary for any length of time. Otherwise, you risk losing further coach facilities in London'.

This may at first seem like a threat. However, the UKCOA together with the Confederation of Passenger Transport (CPT), Road Haulage Association (RHA) and the Coach Tourism Association (CTA) regularly meet with Transport for London (TfL) and officers from Westminster City Council (WCC) and we know that they are very supportive of the coach industry. We also know they have a massive balancing act to perform. At the start of 2020 there were at least 39 competing demands for kerbside space, from residents parking bays to play streets, and coaches are simply part of the mix.

One other often forgotten fact is that there are many people that live in the City of Westminster, in some cases above office and retail accommodation, and they, like everyone else in the country, are represented by their local councillors. It does not take much for a resident to complain to their elected representative about noise and pollution from vehicles, and if there is a quick way of resolving it, the councillors will press for permanent removal of any facility which creates the problem. And once it is gone, there is little chance of it ever being reinstated.

Council officers may not wish to see facilities for coaches disappear. However, they too cannot defend the indefensible.

The trade bodies are currently working hard with TfL and WCC to ensure that coach facilities are retained in road schemes which are designed to improve safety for all those who live, work and visit London. We are generally pleased with the progress that is being made. However, these schemes will often require consultation. If there has been a bad run of reports of engine idling, someone may press for the kerbside space to be used for other purposes.

Therefore, a plea. Please help us help you by reminding your drivers to turn off their engines when they are parked up, even if they are on board awaiting passengers. Clean air and noise pollution are key topics for all local authorities at the moment. Let us not give them a reason for removing facilities the trade bodies are fighting so hard to retain.

### **UK Coach Operators Association**

The UKCOA is a trade body run for Coach Operators by Coach Operators, for the benefit of the Coach Industry and their Customers. Members meet every month on Zoom, discussing and sharing the key issues of the day. New members are welcome.

Membership Rates as follows: - £200.00 (1 vehicle), £325.00 (2 to 10 vehicles); £425.00 (11 to 50 vehicles); £525.00 (51 vehicles and over). Contact Peter Bradley for more information at [info@uk-coa.co.uk](mailto:info@uk-coa.co.uk).

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**UK Coach Operators Association**