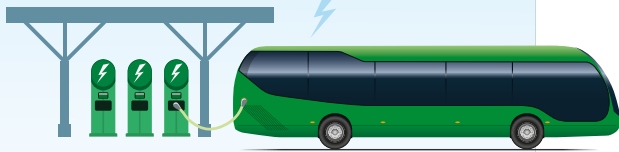


post covid-19

continuing the green bus revolution

zero emission buses currently cost around **£400K**



Buses are the greenest vehicles on our roads and have a crucial role to play in helping to meet the Government's targets on improving air quality and fighting the climate emergency.

Operators have led the way in decarbonising road transport and have invested £2 billion in new cleaner and greener buses over the last five years¹, meaning the UK now has its cleanest ever bus fleet.

The entire industry was delighted by the Prime Minister's pledge to support further investment in ultra-low and zero emission buses during this Parliament. We want to see this transformational pledge delivered but the mechanisms used need to reflect the industry's own constraints on investment at a time when passenger revenue has been held back by Covid-19 restrictions.

Forward orders have already been drastically reduced as operators are forced to defer or cancel orders, as a result of reduced passenger revenue, for new buses. The Covid-19 crisis therefore represents an immediate threat to the future of the UK bus manufacturing industry and its extensive supply chain.

This paper sets out how government funding already earmarked for buses can be used immediately to enable bus operators to invest in their fleets. This will provide a welcome boost to the order books of UK bus manufacturers to help secure 10,000 jobs and apprenticeship opportunities and, importantly for everyone, ensure the green bus revolution continues.

With research from the Active Travel Academy showing that one million more car journeys could be made as a result of Covid-19 it is vital that alongside investment in green buses there is a renewed focus on getting people out of their cars and onto the bus. If everyone switched just one car journey a month to bus, there would be a billion fewer car journeys and a saving of two million tonnes of carbon dioxide.² CPT explores these issues in further detail in our second paper of this series.

a full double decker bus

can take **75** cars off the road

investment will protect over 10,000 jobs in the UK

£2 billion invested in new green buses in the last 5 years

delivering the green bus revolution

Ensuring that we can continue the green bus revolution means delivering significant numbers of new greener buses onto our roads between now and the end of 2021. 4000 new green buses on our roads will mean we will reduce carbon dioxide emissions by 2 million tonnes.

Any financial support model that is introduced needs to sufficiently incentivise operators to invest and ensure they still have the flexibility to run a bus network that meets the demands of passengers.

It also needs to provide government with the confidence that it will make a significant contribution to tackling the climate emergency and ensuring that bus remains the leader in reducing carbon dioxide emissions in the transport sector.

getting more people on the bus: a vital step

Getting people out of their cars and onto the bus would have a dramatic impact on carbon emissions and air quality. If everyone took one more bus journey a month we would reduce the UK's carbon dioxide emissions by 2 million tonnes a year. If as predicted COVID-19 results in one million extra cars on our roads we would have over one million extra tonnes of carbon dioxide going into the atmosphere annually and seriously undermine efforts for the UK to be carbon neutral by 2050.

In addition, the Centre for Research and Clean Air has calculated that during April 2020, the drastic reduction in private car usage led to a reduction in deaths of around 1700 as a result of improved air quality. It is vital that government introduces policies, including a pro public transport message, which gives people the confidence to travel by bus and will help maximise the welcome investment in green buses.

This must include ensuring that bus, alongside other active travel measures, has priority within our transport networks to help provide more reliable journey times: Some routes across the country take an hour longer in peak times as buses become stranded in congestion. More reliable journey times will mean people feel confident to leave the car at home and use the bus. CPT explores this issue in further detail in the second paper in our post Covid-19 series.

delivering greener buses

A variety of models could be used to help deliver new green buses but we believe a leasing model would secure efficient and effective use of government resources.

By leveraging in an equal amount of private finance government funding would go further and speed up the transition to a zero emission bus fleet. Under this model £1bn of government money could secure at least 4000 green buses for England over the next four years.

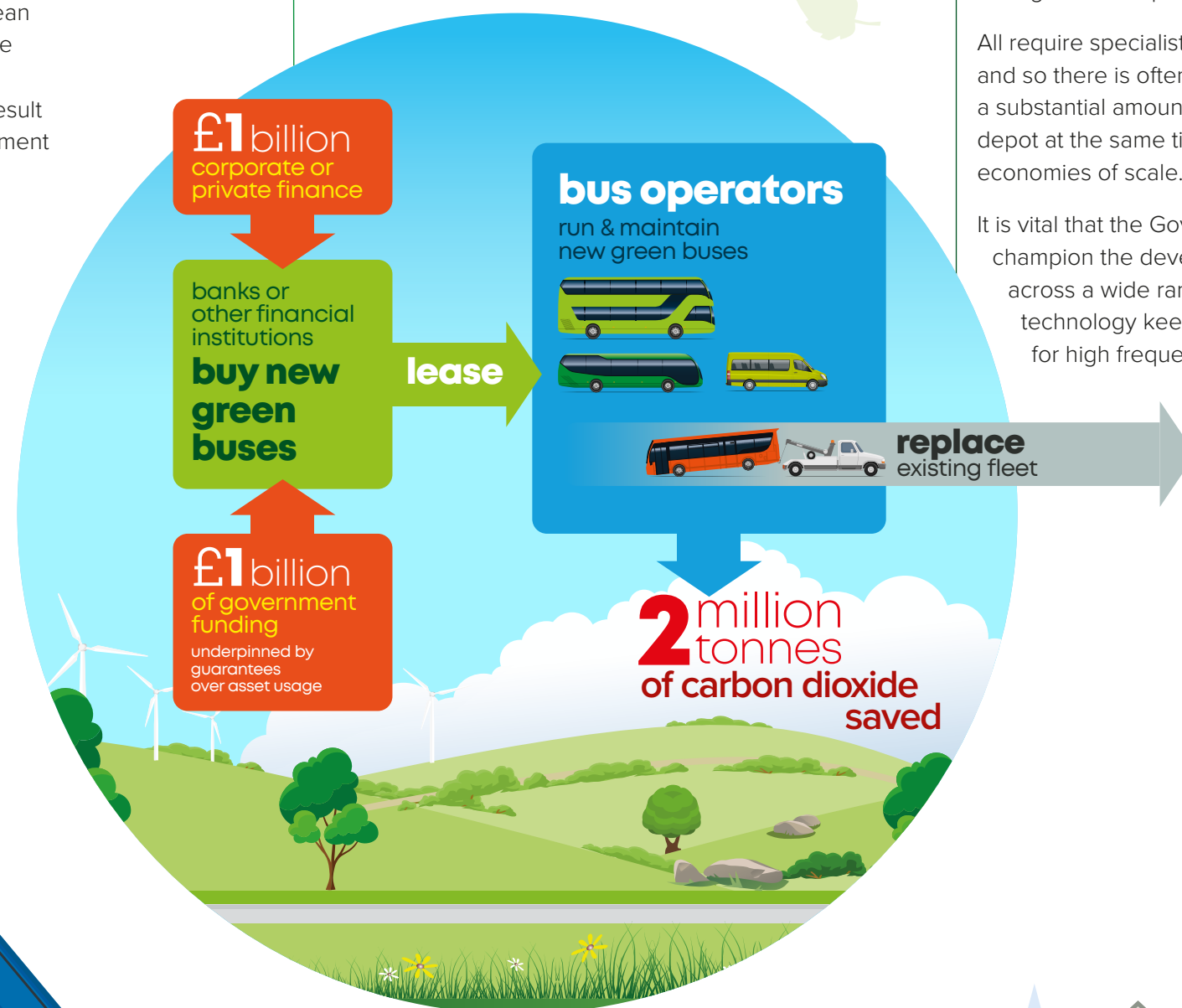
green bus revolution: comparing technologies

There are a range of zero emission and carbon neutral technologies available for buses at present, for example battery electric and hydrogen.

The suitability of one over another will often depend upon the types of services the buses will be used for – e.g. longer or shorter journeys, rural or town routes – the individual business case for the operator and the funding arrangements in place.

All require specialist depot fuelling infrastructure and so there is often merit in upgrading a substantial amount of the fleet in any particular depot at the same time, to benefit from economies of scale.

It is vital that the Government continues to champion the development of technology across a wide range of options to ensure technology keeps pace with the demand for high frequency bus services.

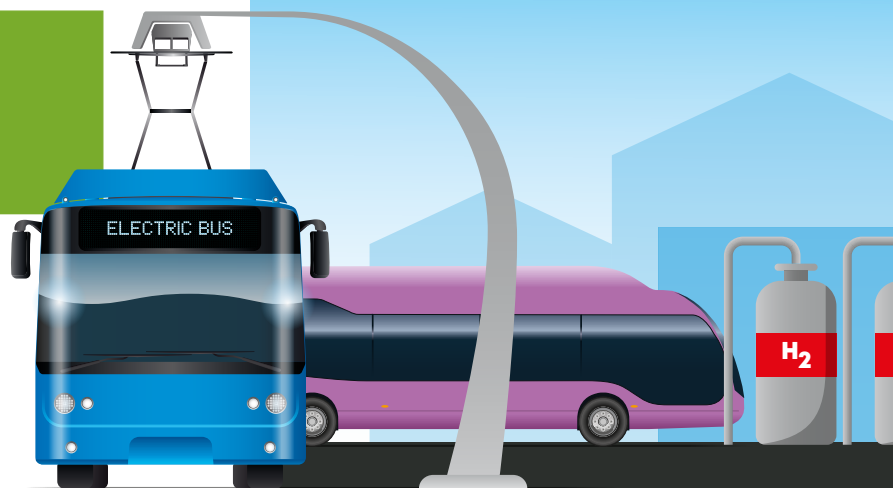


The importance of infrastructure

Ensuring sufficient infrastructure is in place to support the investment in new cleaner vehicles – for example charging points for electric vehicles on a scale that allows for charging of entire fleet overnight, or a sufficient network of hydrogen refuelling points – is vital.

Without this infrastructure operators will still have to rely on traditional diesel buses to provide a reliable and comprehensive network.

CPT has estimated the cost of upgrading a single depot at around £1.5 - £2m. There will also be additional, unknown supplier connection charges which vary from place to place and can be quite substantial.



priorities for delivering the green bus revolution

1 Fast track £1bn of government investment to deliver at least 4000 green buses by 2024 with funding front loaded to help secure UK bus manufacturing jobs.

2 Bus operators remain committed to only purchasing next generation ultra-low or zero emissions buses from 2025 and will start this process by 2023 in some urban areas.

3 Provide sufficient funding of £1.5-£2m for every depot that is upgraded to zero emission buses to help ensure that infrastructure is upgraded alongside the bus fleet.

4 Match this investment in the green bus revolution with equivalent funding for bus priority measures, ensuring that the green bus revolution is matched with greener travel choices.

¹ CPT research (2020)

² Greener Journeys (2013)



Tom Bartošák-Harlow
External Relations Manager
07827 949 379

tom.bartosak-harlow@cpt-uk.org

Alison Edwards
Policy Manager
07785 617 115

alison.edwards@cpt-uk.org