**CPT Coach Commission**

**Summary of position on PSVAR**

**May 2023**

Whilst a series of Medium-Term Exemptions currently offer the coach sector some stability in relation to PSVAR, the position beyond July 2026 is set to be determined following a DfT review of the Regulations.

A Call for Evidence is due shortly from DfT and at the meeting of Coach Commission on 5 April, we asked members to consider what the CPT position should be on PSVAR.  We set out a range of different potential approaches.

Members would prefer an approach where all open-door services would be required to comply (as now, if there weren’t exemptions in place) and where all closed-door school and other regular services (whose passengers are known in advance) would be required to comply *where a passenger has an accessibility need*.

Members believe there should be no differentiation between regular services on the basis of separate fares being paid.

Members feel that the ‘on demand’ requirement for PSVAR compliance could be achieved by all operators of ‘closed door’ services being required to have a minimum number of PSVAR-compliant vehicles. This could be based on the numbers/proportions of fleet that will be required by 1 August 2025.

In instances where there’s a demand exceeding the minimum number of PSVAR-compliant vehicles (required) in a fleet, an operator would have up to 6 months to get provision in place. Based on previous experience reported by members, such instances are likely to be rare.

All new coaches are likely to offer a range of accessibility features, although they may not be fully PSVAR-compliant and hence partial accessibility will naturally increase over time.

On occasions when more than one wheelchair user wants to use a service, there would be no new obligation beyond ensuring the vehicle meets the full PSVAR specification but operators would be encouraged to work with procurers of services to support users.

Application of the Regulations to medium-sized coaches requires further consideration.

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