



Appraisal, Funding and Delivery for UK Bus Rapid Transit Schemes

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Background Context

- The West Yorkshire/Leeds position
 - What constitutes an Urban Rapid Transport System?
 - Appraisal – what can we learn?
 - Funding – How to get our hands on it?
 - Delivery: Taking the long-term view
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West Yorkshire Position

- 1st guideway in UK (A61 Scott Hall Rd), plus A64 (York Road) – further guideway in Bradford
 - Metro=pro-bus, Centre of Excellence for 1st LTP
 - “Horses for Courses” approach to transport mode – Rapid Transit review
 - Back to the drawing board following Supertram outcome?
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What Constitutes an Urban Rapid Transport System?

Caen as an example:

- 15.7km 2 line system
- Overhead electric cable and central slot guidance
- Operated by trolleybus/tram hybrid – rubber-tyred vehicles
- 100% segregated
- 7-10 minute frequency with 3 ½ - 5 minutes on common section
- Marketed as 'Le Tram' – operated as wider 'Twisto' network with buses
- 23m passengers carried on network



'Le Tram' - Features

- Fully Integrated with Bus Network



- Park + Tram facilities at terminus points



'Le Tram' - Features

- Comprehensive information
- Accessible to all



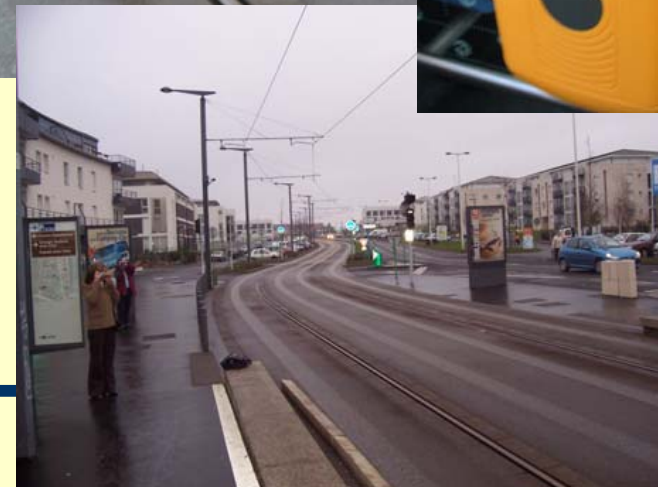


'Le Tram' - Features

- Vehicle Interior



- Infrastructure





Rapid Transit Features

- Competitive journey times and reliability through segregation and traffic priority
 - Provides for key journeys (CBD, hospitals, rail and bus stations, universities and colleges, residential areas, park and ride)
 - Presentation and marketing – a system
 - Information and ticketing
 - Accessibility
 - Will shape their environments (eg future land use, regeneration impacts)
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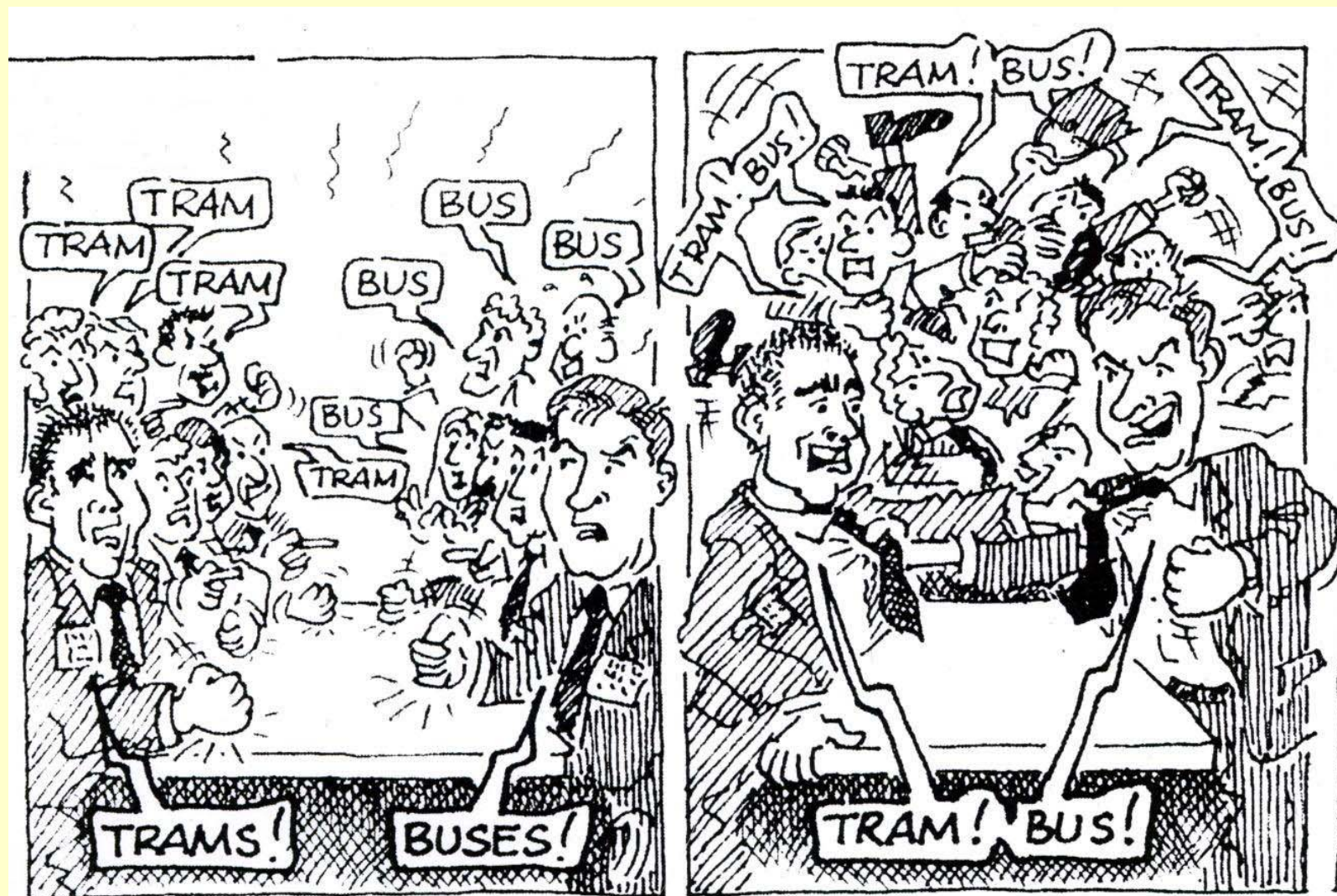


Caen System

- It is a system
- Because of this, there is no problem in marketing it as such ('Le Tram')
- To make it a system has required significant investment however

This is where we want and need to get to
with BRT in the UK – commitment is
needed to make it happen

Appraisal - What are the important issues?





Appraisal (1)

- Too much debate centring around scale of benefits relating to modal issues.....
 - ... quantification in UK is seriously hindered by lack of experience or credible evidence
 - BRT is not tram, but can be a stepping-stone in the right circumstances, as well as the long-term solution in others
 - Key focus should be mode switch, decongestion, economic and regeneration benefits as well as value for money and affordability
 - These all depend upon forecasts of patronage and appraisal will only be robust if these forecasts are robust
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Appraisal (2)

- In need of an ‘upfront’ approach – should be more than a case of:
 - DfT looking to either reduce funding requirement...
 - ...or defer expenditure by whatever means possible
 - Operators promising the “Goose that lays the golden egg”, even though what they offer is a strong offer on its own merits
 - A well-planned BRT system should not need to rely on any of the above. It should sell itself
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Implementation of Bus Rapid Transit in the UK

- Funding
- Development, operation and integration in the UK de-regulated bus environment





Funding (1)

- BRT option for Leeds Supertram corridors was costed at c £200 million (c £170 excluding vehicles)
 - Independent consultants concluded that Metro/LCC had been thorough in developing a high quality BRT option
 - Current regional planning guidelines suggest implementation of schemes at this cost would have to be phased and relatively slow
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Funding (2)

- Can quality aspects be retained at reduced costs – segregation will often require land take and new construction
 - Introduces timescale uncertainty (powers, outcome of TWA, new developments)
 - Do not appear suitable as PFI projects, which would allow other funding to be accessed.
 - Does DfT see such projects linked to TIF – and if so what will be the response of promoters, some of whom may wish to see LRT extensions?
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Development and Operation (1)

- Requires value for money in procurement and certainty of operation to high standards in the longer term
 - This may present a challenge in UK de-regulated bus market
 - Is current partnership framework, albeit with provision for quality contracts, sufficiently robust ?
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Development and Operation (2)

- How do promoters have certainty on services standards, including attractive fare levels
 - Will operators see vehicles as assets that can be moved elsewhere?
 - Will people base life-style decisions on BRT – and will developers have confidence to invest as they would for a heavy rail or LRT system?
 - Are there State Aid issues?
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What do we need?

- Certainty of operation
 - A system-based approach:
 - Reducing boarding times (Smartcards)
 - More unified approach to ticketing
 - Recognition that recent trends of fares increases are unsustainable if we want to have any passengers in the future
 - marketing
 - Commitment beyond implementation – keeping the scheme in operation is the hard bit
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The long term view

- Essential to have certainty of operation – Partnership required
- Metro issue on Bradford Interchange:
 - Metro undertook to modify design to accommodate articulated buses, at local bus operator request (Cost = £400k)
 - Operator withdrew buses with no notification/consultation and reallocated to York
- High risk for PTE in future where funds are more scarce





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Thank You for your attention

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