Trains

Since the days of the steam locomotive, rail networks have been evolving to keep pace with the development of road and air transport. The PTEs provide the strategic oversight, the local accountability and the practical expertise to deliver the transport networks that our largest regional and major cities need.

From the dark days of the post-Beeching era, these networks have been transformed and are now among the busiest in the country. As our city centres have grown, so has the volume of people who need to travel to and from work. The PTEs are working in partnership with operators to provide rail services that offer the fastest, safest and most comfortable journeys possible.

These modern commuter rail networks are helping our cities to become more sustainable. They also provide a vital economic backbone to the region, generating more than £5 billion annually through tax contributions and other benefits.

Rising patronage means many of our networks are creaking under the strain and are now among the busiest in the country. Rising congestion, high fares and limited rail services make it harder for people on lower incomes to travel. We need to invest in new lines, routes, stations and trains, as well as continuing to improve those already in operation, to ensure that rail services keep pace with demand.

Trams and light rail


Light rail systems in our cities can offer a much-needed alternative. These systems provide a more environmentally-friendly and greener alternative to using cars or buses to get around the city. They are faster than buses but slower than trains, and can provide connections with the wider rail network, offering passengers a more flexible travel choice.

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Tram-trains

Tram-trains offer a unique solution to urban transport challenges. They are a combination of urban tram and rail systems that can operate on street and on conventional rail routes.

A tram-train can take passengers on a journey from the suburbs to the city centre, or from city centre to airport, without having to transfer. In the UK, tram-trains are currently running in East Croydon and Epsom, and a trial is underway in Romford.

Tram-trains have the potential to be a game-changer for urban transport, and we will work with operators to help drive forward the case for tram-trains in our regions.

Smarter and active choices

For most travellers in the city regions the bus is public transport. 85% of all public transport trips in PTE areas are made by bus.

Across our areas more than a billion passenger journeys are made by bus each year. The UK’s bus networks are some of the most extensive in the world, with many routes offering a service every few minutes through the day. This means less congestion but also less noise and better air quality – cutting down on red tape and costs to the environment.

Technological change is also blurring the boundaries between rubber wheel and steel wheel solutions.

Public transport is one of the few sectors in the UK where the private sector is leading the way. As our rail networks have been transformed, our bus services have also been modernised to keep pace with demand.

The 2008 Local Transport Act gives PTEs the new powers to franchise entire transport networks to the private sector. This means we can invest in new services and services to all the areas we serve, to providing a competitive choice, combining the best of bus, rail and new transport options. Buses, modern trams and light rails give PTEs a broad range of transport options.

Infrastructure like cycle lanes, safe and well sign-posted walking routes and dedicated bus lanes help people to make the switch from car to bus, as well as to make use of walking and cycling to public transport and car clubs – to find the option that works best for them.

But we need to do more. People need better, more reliable information about travel choices, so they can make the most sustainable travel decisions. We must work with Government and our transport partners to help tackle traffic congestion and improve transport outreach for trips made nationally every year, reducing dependence on the car and making travel cleaner and easier for everyone.

Moving city region transport forwards

We believe there is an opportunity for PTEs to unlock the benefits of active choices to reduce traffic on our roads and to provide a more sustainable transport network for all our cities.

The way ahead

PTAs provide strategic oversight, the local accountability and the practical expertise to deliver the transport networks that our largest regional and major cities need. We are up for the challenge of making London the world’s leading transport hub. We are also working with operators to help improve the physical environment, economic and social challenges Britain’s largest city region faces.
Our cities and their transport networks have major challenges and opportunities. As locally accountable strategic transport authorities, PTEs are well placed to turn these aspirations into better transport on the ground. We are at the right scale to make this happen because we are a good fit with journey-to-work patterns and with the geography of local rail networks.

As PTEs, we plan, promote, procure and provide the public transport networks that these conurbations need to keep them moving and to underpin their sustainable development.

Less congested

The increase in car use is one of the key causes of the increase in demand on our transport networks, and the need to reduce pollution. However, the UK has some of the lowest congestion levels in the world. Back in 2001, traffic jams cost the UK £5.7bn per year. With congestion is now costing the UK £10.5bn per year. Congestion costs the average commuter in the UK £200 per week. The problems are similar in cities across the world.

Greener

Transport policy needs to play a part in meeting the challenges of climate change. The UK has a good record of reducing CO2 emissions, but we still have a long way to go before we achieve the necessary 80% reduction by 2050.

Fairest

People on low incomes are the biggest users of public transport. It helps keep transport costs affordable for everyone, including the working poor. It is estimated that at least 20% of public transport journeys are made by people on low incomes.

Stronger economies

The city regions need high quality, public transport networks to ensure that people can access work and services. Public transport is a vital ingredient in all six city regions, providing the lifeblood of these major UK cities.

PTEs – who we are and what we do

Passenger Transport Executives are the strategic transport authorities for the city regions. We are accountable to Integrated Transport Authorities, made up of locally elected representatives of the cities we serve. Our funding comes from a mix of local council tax and Government grant. We invest more than £1.1bn a year in better public transport.

Our key roles include:

- Improving the connectivity of our transport networks by improving journey times, quality improvements and to reducing air pollution.
- Making public transport more affordable and developing and maintaining a vast network of bus stations, stops and shelters.
- Making passenger safety and social engagement a top priority.
- Finding new ways to fund the transport investment that city regions need.
- Managing and funding fare policy to ensure that commercial operators would consider unprofitable routes.
- Taking a leadership role on rail, bus or highways depending on what works in each city region.
- Using new technologies to provide real time information when and where passengers want it.
- Providing the overarching strategies for promoting and implementing a host of measures like dedicated bus lanes to speed up services faster and more reliable through running concessionary fares schemes which are a lifeline for older and disabled people as well as other groups like children, young people and jobseekers.
- Promoting and implementing a host of measures for making public transport more affordable and providing the overarching strategies for promoting and implementing a host of measures like dedicated bus lanes to speed up services faster and more reliable through running concessionary fares schemes which are a lifeline for older and disabled people as well as other groups like children, young people and jobseekers.
- Helping passengers to get the most out of our systems by running concessionary fare schemes and promoting our products.
- Developing and maintaining a vast network of bus stations, stops and shelters.
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Less congested

Reducing levels of congestion can affect almost every activity and make our cities more attractive places to live, work and visit. That economic vibrancy needs to be maintained and developed. We are proud of what we have achieved, including:

- Making our rail networks into some of the most successful, reliable and busiest in the country
- Improving public transport networks – including new tram systems and state of the art interchanges
- Planning and funding lifeline bus routes that commercial operators would consider unprofitable
- Delivering measures like dedicated bus lanes and CCTV systems
- Developing and maintaining a comprehensive network of key stops and shelters
- Providing the overarching strategies for public transport network by providing impartial and comprehensive information
- Keeping passengers safe
- Helping passengers make sense of their travel choices
- Providing the overarching strategies for travel choices

Stronger economies

The city regions need a high quality, public transport network to ensure that people can access work, services, leisure and civic facilities. We want people to be able to live, work and visit our city regions in a way that is sustainable and efficient. Public transport networks are crucial to ensuring that these city regions can thrive in a way that is smart and green. The Passenger Transport Executives (PTEs) are the strategic bodies that plan, promote, procure and provide the public transport networks that these constituencies need to keep them moving and to underpin their sustainable development.

Greener

The UK has set itself demanding targets for reducing carbon by 2050. We are determined to meet them. Transport policy needs to play its part in creating a sustainable city region for the future. Lower carbon dioxide emissions are a major objective of the transport revolution that is happening throughout the city regions.

Fairer

Our cities are home to some of the biggest concentrations of deprivation and social isolation in the country. People on the lowest incomes and those living in the most deprived areas are less likely to use public transport. By running concessionary fare schemes for older and disabled people as well as other groups like children, young people and low income families we are able to help passengers make sense of their travel choices and to provide fairer access to services and opportunities.

What is pteg?

ptege networks and represents the six PTEs and ITAs. We also have Associate Members – Transport for London, Strathclyde Partnership for Transport and Nottingham and Leicester City Councils. Our job is to help our members work smarter and save money through sharing expertise and good practice, and through joint commissioning and procurement. We also represent the interests of PTEs nationally, putting the case for transport investment in the city regions.

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changing times

Our cities, and their transport networks, have major opportunities and challenges ahead of them. There is now a political consensus around the need for greater devolution, localism, and decentralisation. There is a growing consensus that devolved power to cities is crucial to help them prosper. It makes the work of PTEs, with their skills and resources, more important than ever. At the same time there is a need to increase the accountability of decision makers. In this context PTEs are in a unique position to build a city region’s transport vision and to work with local authorities, the private sector and the community to deliver that vision.

All this needs to be reflected within the context of ensuring that transport systems continue to make their contribution to sustainable, mobility and social networks and to reducing social isolation.

Our city centres have been transformed over recent times by improving public transport. As a result, private sector investment has been stimulated and development of new public transport systems continues to be an important part of the strategy for reducing carbon dioxide emissions and improving air quality. Urban transport plans for the capital city of London and other major cities.

Our scale means we can also manage the challenge of doing more for less as finding new ways to fund the transport investment that city regions need. We believe that devolution to the city region is appropriate to each city region. This will provide those city regions with transport vision and strategies that are still in the process of being defined. Our city regions are home to some of the biggest concentrations of deprivation and social isolation in the country. People on the lowest incomes and those living in the most deprived areas are less likely to use public transport. By running concessionary fare schemes for older and disabled people as well as other groups like children, young people and low income families we are able to help passengers make sense of their travel choices and to provide fairer access to services and opportunities.

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Less congested
Being leaders of congestion control, our activities reduce the stress and time commuters experience. We are asked about our effectiveness and rate amongst leaders in the country.

Stronger economies
The city regions need high quality, public transport networks to ensure that people can access jobs and services. City regions need a strategy that can provide. City region economies also need good ‘connectivity’. In addition to this, London and other major cities.

Greener
The UK has set itself challenging targets for reducing carbon as part of the international battle against climate change. In urban areas, transport is a key ingredient. The PTEs are committed to cutting carbon emissions, improving air quality and reducing the level of road congestion.

Fairer
The city regions are home to some of the biggest conurbations and destinations and are amongst the most diverse in the country. People in these areas are not just customers of services. They are also the people who work, live and enjoy their cities. We are committed to ensuring people’s safety, and ensuring their experience of the city is positive.

What is pteg?

**PTEG networks and represents the six PTEs and ITAs.** We also have four associate members – Transport for London, Strathclyde Partnership for Transport and Nottingham and Leicester City Councils. Our job is to help our members work smarter and save money through sharing expertise and good practice, and through joint commissioning and procurement. We also represent the interests of PTEs nationally, putting the case for transport investment in the city regions.

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**Our key roles include:**
- Planning across the strategic transport network, working closely with colleagues in the cities themselves, the private sector and other sponsors of transport.
- Commissioning and providing transport services and other projects.
- Implementing, and promoting a host of new initiatives like tram systems and state of the art interchanges.
- Making public transport more affordable and accessible through security staff, and jobseekers.
- Planning and funding fibre-to-the-road that commercial providers wouldn’t naturally do.
- Making public transport more affordable and accessible.

**Our scale means we can:**
- Planning and funding fibre-to-the-road that commercial providers wouldn’t naturally do.
- Make decisions at a strategic level that have a significant impact on transport issues in the region.
- Provide a more comprehensive and integrated transport service than commercial operators.
- Ensure that public transport is the accessible, reliable option for all parts of the city.
- Make this happen because we are a good fit with journey-to-work patterns and with the geography of local rail networks.

**Our cities, and their transport networks, have major opportunities and challenges ahead of them.**

Our city centres have been transformed in recent years with waves of public and private sector investment that have helped them make a major contribution to the economy and improved the quality of life. For the city regions, it means our transport networks need to be redefined and change – and which in turn needs to be redefined and change – and which in turn means there is potential for us to enhance our role in a way which is choice, localism, and decentralisation. We know that devolution works because cities know how important transport is to them and will give it the priority it needs.

We are proud of what we have achieved, including:
- Making our city transport systems better integrated and more effective. It could also encompass a change of focus from improving networks to ensuring they serve the economy.
- Changing how we think about transport. For example, how commercial operators would invest in transport, tourism, and leisure rather than only focussing on job-to-job transport.
- Changing how public transport is delivered. Transport authorities can make decisions at a strategic level that have a significant impact on transport issues in the region.
- Changing how we fund transport. The PTEs are accountable to the ITA, who receive their funding from the Government and local councils. We are accountable to Integrated Transport Authorities, made up of locally elected representatives of the same areas we serve.
our cities

The six largest city regions outside London are home to eleven million people. They contain core cities that are major drivers of the UK economy, like Leeds, Manchester, Liverpool, Newcastle, Sheffield and Birmingham. Modern and efficient transport networks are crucial to ensuring that these city regions can thrive in a way that is smart and green.

Modern and efficient transport networks are crucial to ensuring that these conurbations need to keep them moving and to underpin city regions need to play its part in meeting these challenges through strategies designed to cut carbon and reduce pollution.

Greener

The Passenger Transport Executives (PTEs) are the strategic bodies that plan, procure, provide and commission the public transport networks that these conurbations need to keep them moving and to underpin city regions need to play its part in meeting these challenges through strategies designed to cut carbon and reduce pollution.

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Less congested

The city regions need fast, frequent and reliable public transport networks to ensure that people can access services and work in city regions need to play its part in meeting these challenges through strategies designed to cut carbon and reduce pollution.

Fairest

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We invest more than £1 billion a year in better public transport.

Our key roles include:

- Planning and funding future routes that commercial operators would not consider.
- Working with local partners to deliver more bus services faster and more reliably through easier and quicker access to better funding for services.
- Making our rail networks into some of the most successful, reliable and busy in the country.
- Providing new technologies to provide real time information when and where passengers need it.
- Investing in bus stations and interchanges that are now amongst the best in the country.
- Making public transport more affordable by running concessionary fare schemes for older and disabled people as well as other groups like children, young people, students, jobseekers and isolated rural communities.
- Planning and commissioning new tram systems and state of the art electric buses.
- Modernising and maintaining our rail networks, including new stations and further developments.
- Helping passengers make sense of their services faster and more reliance through impartial and comprehensive information.
- Keeping passengers safe and healthy by running exceptional rail and bus services.
- Planning and delivering bus networks that are better integrated and more effective. It could also encompass a greater role on planning for local rail networks.
- Helping passengers get to the right place at the right time.
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changing times

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We believe that tram-train has the potential to bring massive benefits in the
form of direct rail access to city centre locations (rather than the nearest rail station).
Freeing up capacity at busy mainline stations as vehicles seamlessly transport
day travellers on tram-trains in the UK formerly commuted by car. Tyne and Wear
Metro for example, takes an estimated 40,000 car journeys off the roads every
hour. This means less congestion but also less noise and better air quality –
encouraging people to leave their cars at home – typically at least one in five peak
time commuters.

Rising patronage means many of our networks are creaking under the strain and
majority of peak hour commuters.

Light rail schemes in our cities are a real success story. Trams have a sense of
permanence and give a ‘home’ to a city. In the planning they create, creating cities for
organisation, community and sustainable living. They attract and retain property
developers because they offer new commercial areas and leisure opportunities
along their routes.

Growing numbers of people are choosing the walk, cycle, bus and tram for
increasingly common journeys. The challenge now is to provide more
opportunities for people to make choices that best suits their journey. 

Technological change is also blurring the boundaries of transport –
we also continue to invest heavily, in partnership with operators, to bring
forward the new powers in the Act, ‘Quality Contracts’. Alongside taking
franchising of entire networks through ‘Quality Franchise’, the new powers and options for improving bus
services make them a key weapon
in the battle against traffic congestion.

The lower costs and the flexibility of bus services make them a key weapon
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The 2008 Local Transport Act
gives PTEs – and Local Transport
Directors – a new set of powers and options for improving bus
services as well as fares, franchising of entire networks
and franchising of services.

Ultimately, a smarter and more connected transport system can be achieved
by using a combination of road, rail and bus services to give
people choice in the way they travel and to allow
people to make changes in their travel patterns.

Technological change is also blurring the boundaries of transport –
whenever we can.

Infrastructure like cycle lanes, safe and well sign-posted walking routes
and dedicated bus lanes, for example.

Trams and light rail
PTAs too look at development of four of the mass transit light rail options currently
in operation in England – Tyne and Wear Metro (opened in 1980), Manchester
Metrolink (1992), Sheffield Supertram (1994) and Midland Metro (1999).

Light rail recently in our own city has a real momentum. There have been
more passengers, more systems and growth in the potential for light rail or
metro to play a more prominent role in more areas.

The tram-trains are an exciting new way of providing mass transit. They have the advantage of
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Tram-trains
Trams can run both on street and in certain专用的轨道, and offer
me one way of providing mass transit to
users. They have the advantage of
lower capital costs and can be built faster than
other forms of mass transit. However
they are not the only solution.

Tram-trains
Tram-trains are essentially a hybrid of a light rail system using an existing mainline route,
converting the route into a semi-permanent or permanent train service.

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steel wheel solutions

Trains

Since the Beeching era, and if all PTEs had resolved to develop their heavy rail networks, we would have more network capacity, more stations and more services, with less journey time to travelling.

Cities need fast and frequent rail connections with each other and with London – there are also ‘big ticket’ items like the Northern Hub to tackle. At the same time our commuter rail networks are increasingly overcrowded. The challenge now is to provide our cities with the modern commuter rail networks they need. Mostly that means more carriages, but since 1995 with some areas experiencing an even greater surge in rail travel. In West Yorkshire, for example, journey time for a 30-minute train service has dropped from 70 minutes to 30 minutes.

From the dark days of the post-Beeching era, these networks have been transformed through investing in new lines, routes, stations and trains, as well as improvements to existing services.

While some PTEs have increased the number of trains, others have increased the frequency of services – in Tyne and Wear and West Midlands, for example, the average number of passengers per train has increased by over 5% per annum in recent years.

In the past two decades, two factors have moved away from heavy rail’s traditional role of moving passengers from A to B and towards a new role as a backbone network.

- Technological change is blurring the boundaries between rubber wheel and rail transport, and more than one type of vehicle is often used in the provision of services. This means a new competitors for local services, for example, as a result of the introduction of Athlete trains on the West Coast main line.
- In the urban environment, these trains are more profitable than the mainline networks, where demand is weaker, from the viewpoint of the operator. It is essential to maintain a balance between these two types of service.

Modernisation of carriages will make them more pleasant and better on quality – and the passenger experience is now far more important than ever for the operator. It is essential that the modernisation is not just for the sake of it, but that it helps attract more passengers and more revenue.

Buses

For many travellers in the city region, the bus is a public transport option. 85% of all public transport trips in PTAs are made by bus.

Across our areas more than a billion journeys are made by bus - that’s around half of all journeys made outside London.

The London bus network is the best in the world in terms of frequency and range, and we want to be at the forefront of using them to transform big city regions.

Tram-trains

Tram-trains

Train services can run both on street and on conventional rail routes and offer an attractive way of providing mass transit. They have the advantage of being able to run both on street and on conventional rail routes and offer an exciting new way of providing mass transit. They have the advantage of being able to run both on street and on conventional rail routes and offer an exciting new way of providing mass transit. They have the advantage of being able to run both on street and on conventional rail routes and offer an exciting new way of providing mass transit. They have the advantage of being able to run both on street and on conventional rail routes and offer an exciting new way of providing mass transit. They have the advantage of being able to run both on street and on conventional rail routes and offer an exciting new way of providing mass transit.
鋼輪解決方案

鋼輪

鋼輪可以使用於多重路徑，利用現代化技術提供一個成本效益高的解決方案。它們具有可調式軌道、輕量化以及在城市地區的適用性，我們希翼能夠在這一領域處於前沿。

我們相信鋼輪具有巨大的潛力，可以為我們城市帶來巨大好處。城市需要高速、頻繁的鐵路連接，同時解決交通擠壓和提高通勤效率的問題。在那麼多城市，公共交通是人們的主要出行方式。從2000年以來，我們的庫存已經大幅上升，而鐵路運輸量在PTE地區翻了近50%。在西北部，如約克郡，旅程上漲了70%——對應到最繁忙的鐵路。”

都市快線

都市快線可以同時在街道和傳統鐵路路線上運行，並提供一種令人興奮的新たな交通方式。它們的優點包括現代化電動機車、無噪音以及對環境影響小。都市快線的優勢在於它可以無縫運送乘客，在城市中心的眾多車站產生流量，同時減少繁忙的主線站的運輸壓力。

都市快線減少了私人車輛對於城市中心的影響，並為公共交通創造了更多的空間。這意味著更少的交通擁堵，以及更少的噪音和更好的空氣質量——這對於路徑的居民和城市中心的遊客都非常有利。

數字式轉運

許多城市在過去遇到了難以應對的問題。在這些場合，都市快線和輕軌成為了一種實用的解決方案。我們希望與政府合作，使這些交通方式在更多的地方成為現實。我們相信更多的都市地區可以從這些交通方式帶來的興奮中受益。

都市快車

都市快車已經在英國的指定二线城市運行達70年——包括泰恩河畔紐卡斯爾和曼徹斯特。自1980年開通的泰恩河畔紐卡斯爾地鐵是其中的佼佼者，每天約有40,000名乘客使用它來抵達城區。這意味著每天將近40,000輛汽車的交通流量從道路中移除。

都市快行

都市快行讓人們在一天的時間內遊覽廣闊的城市地區。這意味着更少的交通擁堵，以及改善的空氣质量和噪音水平。近遠距離的旅行變得更加容易和方便，同時也更環保。

都市快行的優勢

都市快行可以通過與其他交通方式的整合來擴大其影響力。它們可以與公共交通、私人車輛和自行車相結合，為人們提供一個在不同時間段內的交通選擇。這意味著現代化的電動機車、無噪音以及對環境影響小。都市快行的優勢在於它可以無縫運送乘客，在城市中心的眾多車站產生流量，同時減少繁忙的主線站的運輸壓力。

都市快行的未來

都市快行的未來充滿了可能性。它的技術進展和客觀優勢將帶來更多機會，以減少對個人車輛的依賴和改善市民的生活質量。未來的都市快行將是現代化的電動機車、無噪音以及對環境影響小。都市快行的優勢在於它可以無縫運送乘客，在城市中心的眾多車站產生流量，同時減少繁忙的主線站的運輸壓力。

未來的都市快行

未來的都市快行將是現代化的電動機車、無噪音以及對環境影響小。都市快行的優勢在於它可以無縫運送乘客，在城市中心的眾多車站產生流量，同時減少繁忙的主線站的運輸壓力。未來的都市快行將是現代化的電動機車、無噪音以及對環境影響小。都市快行的優勢在於它可以無縫運送乘客，在城市中心的眾多車站產生流量，同時減少繁忙的主線站的運輸壓力。