



moving
city region
transport
forwards



pteg.

delivering public transport solutions

Representing Britain's
Passenger Transport Executives

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.

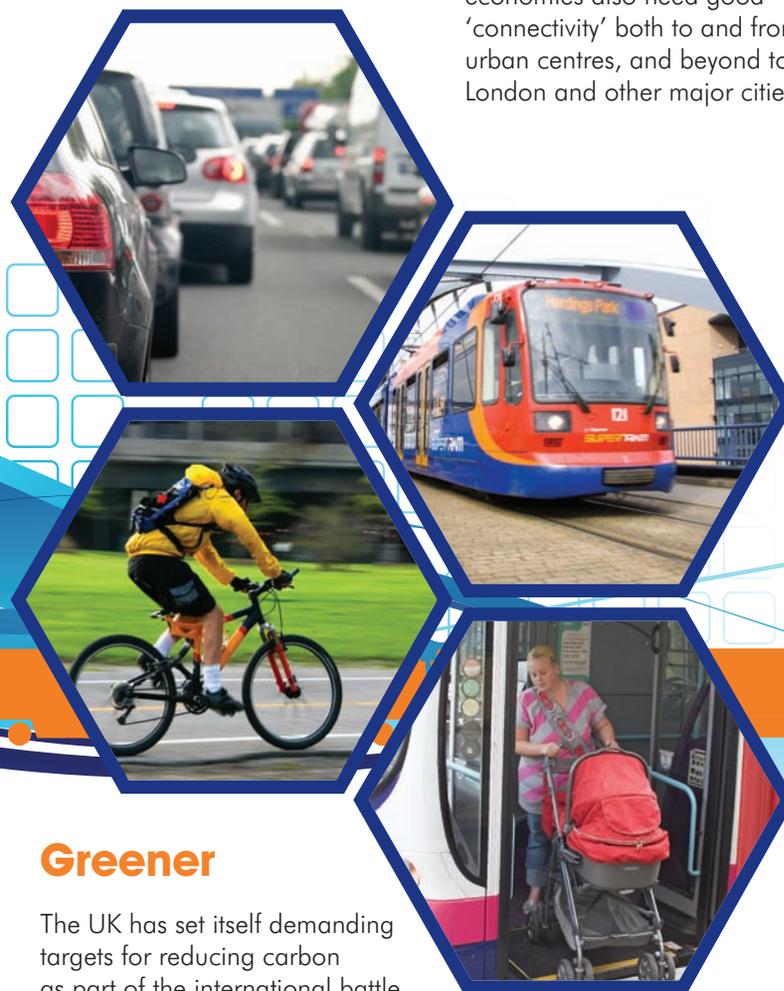
The Passenger Transport Executives (PTEs) are the strategic bodies that plan, promote, procure and provide the public transport networks that these conurbations need to keep them moving and to underpin their sustainable development.

Less congested

Rising levels of congestion can choke off economic activity. Good quality public transport can attract motorists out of their cars and speed large numbers of commuters past the jams.

Stronger economies

The city regions need high quality public transport networks to ensure that people can access the jobs, services and attractions that city centres provide. City region economies also need good 'connectivity' both to and from their urban centres, and beyond to London and other major cities.



Greener

The UK has set itself demanding targets for reducing carbon as part of the international battle against climate change. In urban areas the air we breathe can still be well below the standards set for air pollution. Transport policy needs to play its part in meeting these challenges through strategies designed to cut carbon and reduce pollution.

Fairer

The city regions are home to some of the biggest concentrations of deprivation and unemployment in the country. People on a low income are also disproportionately reliant on buses. Transport can help tackle inequality by connecting people to jobs, and ensuring that low income families can get access to services and opportunities.

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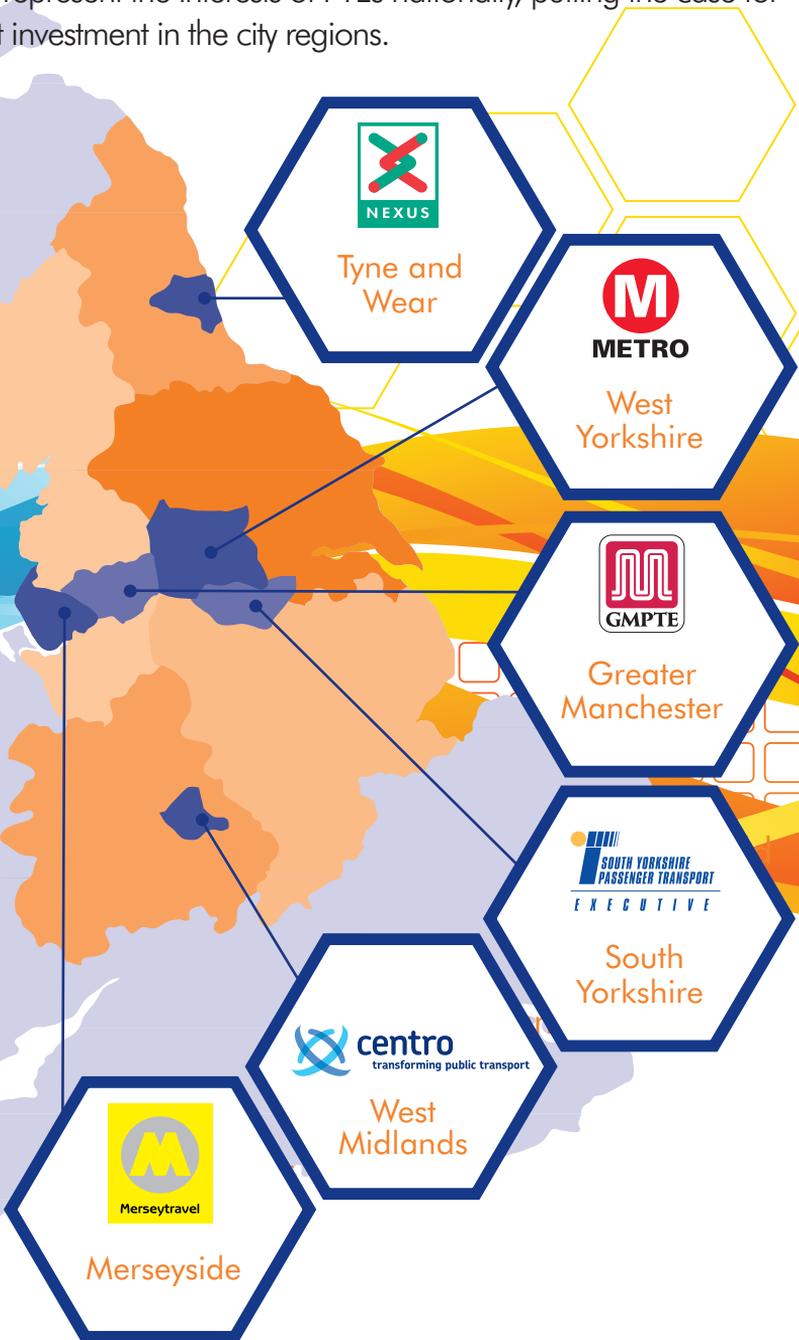
Representing Britain's
Passenger Transport Executives

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.



PTEs – who we are and what we do

Passenger Transport Executives are the strategic transport bodies for the city regions. We are accountable to Integrated Transport Authorities, made up of locally elected representatives of the areas we serve. Our funding comes from a mix of local council tax and Government grant. We invest more than £1 billion a year in better public transport.

Our key roles include:

- providing the overarching strategies for complex transport networks that span the conurbations
- promoting and implementing a host of improvements to transport networks including new tram systems and state of the art interchanges
- helping passengers make sense of their public transport network by providing impartial and comprehensive information
- working with our partners to make bus services faster and more reliable through measures like dedicated bus lanes
- planning and funding lifeline bus routes that commercial operators would consider unprofitable
- making public transport more affordable by running concessionary fare schemes for older and disabled people as well as other groups like children, young people and jobseekers
- developing and maintaining a vast network of bus stations, stops and shelters
- keeping passengers safe through security staff and CCTV systems



We are proud of what we have achieved, including:

- Bringing the tram back to city streets
- Making our rail networks into some of the most successful, reliable and busiest in the country
- Running concessionary fares schemes which are a lifeline for older and disabled people, as well as other groups
- Investing in bus stations and interchanges that are now amongst the best in the country
- Using new technologies to provide real time information when and where passengers want it

changing times

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 made them far more attractive places to live, work and visit. That economic vibrancy needs to be maintained and enhanced and transport has a key role to play in providing the high quality commuter networks our cities need to thrive. At the same time there are other urban centres within our conurbations that are still in the process of redefinition and change – and which need good transport links to support these changes.

All this needs to be achieved within the context of ensuring that transport systems continue to make their contribution to carbon reduction, air quality improvements and to reducing social exclusion.



There is now a political consensus around the need for greater devolution, 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.

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.

Our scale means we can also manage the challenge of doing more for less as well as finding new ways to fund the transport investment that city regions need. We believe that all this means there is potential for us to enhance our role in a way which is appropriate to each city region. This will provide those city regions with transport networks that are better integrated and more effective. It could also encompass a greater role on rail, bus or highways depending on what works in each city region.

steel wheel solutions

Trains

Since their inception, all the PTEs have worked hard to develop their heavy rail networks, through investing in new lines, routes, stations and trains, as well as in improvements to existing services.

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 boomed so did their rail networks with rail journeys in the PTE areas increasing by close to 50% since 1995 with some areas experiencing an even greater surge in rail travel. In West Yorkshire, for example, journeys are up 70% - a level of growth to rival the busiest commuter networks in the South East. Some modernised rail corridors now carry the majority of peak hour commuters.

Rising patronage means many of our networks are creaking under the strain and 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 there are also 'big ticket' items like the Northern Hub to tackle. At the same time our cities need fast and frequent rail connections with each other and with London – through high speed rail as well as enhancements to existing corridors.

Trams and light rail

PTEs led the development of four of the seven modern light rail systems currently in operation in England – Tyne and Wear Metro (opened in 1980), Manchester Metrolink (1992), Sheffield Supertram (1994) and Midland Metro (1999).

Light rail schemes in our cities are a real success story. Trams have a sense of permanence and give a 'buzz' to the places they serve, creating a climate for regeneration, confidence and business growth. They are attractive and popular, enticing people to leave their cars at home – typically at least one in five peak hour travellers on trams in the UK formerly commuted by car. Tyne and Wear Metro for example, takes an estimated 40,000 car journeys off the roads every day. This means less congestion but also less noise and better air quality – modern trams are quiet and emit no direct pollution.

We believe that more of our urban areas could benefit from the buzz that light rail brings and that more could be done to cut down on red tape and costs to make light rail a viable option in more places. We want to work with Government and other partners to make this happen.



Tram-trains

Tram-trains can run both on street and on conventional rail routes and offer an exciting new way of providing mass transit. They have the advantage of freeing up capacity at busy mainline stations as vehicles seamlessly transport people directly to city centre locations (rather than the nearest rail station).

Tram-trains already operate successfully in Europe and a UK trial is underway. We believe that tram-train has the potential to bring massive benefits in the city regions and we want to be at the forefront of using them to transform big city rail services.



buses

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 journeys a year are made by bus – that’s around half of all the bus trips made nationally every year outside London.

The lower costs and the flexibility of bus services make them a key weapon in the battle against traffic congestion. Better bus services are also central to tackling social exclusion, as those on the lowest incomes are the most dependent on the bus.

The urban bus has gone through some tough times recently. Since buses outside London were deregulated and privatised in the mid-1980s, we have seen significant falls in both passenger numbers and service levels in our areas – as well as fares rising well above the rate of inflation.

The 2008 Local Transport Act gives PTEs – and Local Transport Authorities elsewhere – a new suite of powers and options for improving bus services up to, and including, the franchising of entire networks through ‘Quality Contracts’. Alongside taking forward the new powers in the Act, we also continue to invest heavily, in partnership with operators, to bring improvements for passengers wherever we can.

Technological change is also blurring the boundaries between rubber wheel and steel wheel options. Guided buses, modern trolleybuses and an array of hybrid models are giving PTE transport planners a broader range of options for tackling different types of transport challenges.



smarter and active choices

Smarter and active choices is about encouraging people to think about the range of transport modes they could use to reach their destination and enabling them to choose the most sustainable option. In many cases, the best option might be to walk, cycle or use public transport. To recognise this, people need better and more personalised travel information as well as access to the infrastructure that makes each option a practical one. Infrastructure like cycle lanes, safe and well sign-posted walking routes and dedicated bus lanes, for example.

Ultimately, we could see a move towards 'combined mobility' whereby people select from a portfolio of integrated transport choices - from walking and cycling to public transport and car clubs - to find the option that best suits their journey. Smart ticketing could join all of these modes together seamlessly, with the same smartcard used to unlock car club cars, hire a bike, pay a bus fare or even collect rewards by 'touching-in' along a walking route.

London's Oyster card has begun to show the potential of smartcard technology. We believe there is an opportunity for PTEs to unlock the benefits for the next tier of major conurbations, beginning with a series of compatible, smart and integrated public transport ticketing products.



The way ahead

PTEs provide the strategic oversight, the local accountability and the practical expertise to deliver the transport networks that our largest regional urban areas require. We are up for the challenge of making funding go further in ensuring transport plays its role in tackling the wider environmental, economic and social challenges Britain's largest city regions face.