

Railfuture – London & South East Branch AGM
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The benefits of modern trams in cities and towns

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UKTram

Established in 2005 by Transport for London and the then Passenger Transport Executive Group to take forward with Government the case for investment in the UK in tram and light rail projects.

Intended to be a common voice for the industry, setting and reviewing good practice standards.

Gained “seed corn” funding from Department for Transport to develop its involvement in industry self-regulation, taking over responsibility for the Health & Safety Executive (through Her Majesty’s Railway Inspectorate) overview of system safety.

Works through a number of functional groups: Guidance & Standards, Heritage, Owners & Authorities and Promotions (the latter with responsibility for UKTram’s communications strategy to engage with Combined Authorities, Local Enterprise Partnerships and other transport bodies).

What can trams do?

Trams are good for jobs and the local economy!

Cities have 80% of world economic output and 60% of population

Urban public transport provides 13 million jobs

Investment in public transport creates between 50% and 100% as many jobs as investment in roads (UITP)

Every Euro invested in public transport generates EUR 5.00 to 5.30 of added economic value (German study)

In Switzerland, each job created in the public transport sector creates 3.3 additional jobs in the regional economy

New tramways create unique opportunities to make cities more sustainable and much pleasanter places to live

Enhanced mobility for all and reduced social exclusion lead to hidden financial benefits

Above all, fixed track public transport gives developers and other investors confidence

The problem

..... we Brits gave up on the most sensible form of urban public transport known to man!

We went the American way instead of following the Austrians, the Belgians, the Dutch, the Germans and the Swiss.

They all retained and modernised their tram systems but other European countries did not.

France was much more like the UK

France – Tram Renaissance

In common with the UK and a few other countries, France had more or less given up the tram, except in Lille, Marseille and Saint Etienne.

These three cities remained loyal to rail-bound public transport as they had reserved track lines or very high loadings.

But in 1985 the situation changed.....

The New Dawn

In 1985, the first French tramway for more than fifty years was inaugurated in the city of Nantes, following the state government's decision to encourage the re-birth of this mode of public transport. Line 1 in Nantes was an instant success.

After thirty years of continuous development, Nantes now boasts a three-line 42km network and a fourth line is planned.



First Low-floor Cars

The second of the new generation of French tramways, opened in Grenoble in 1987, saw the first truly low-floor trams in the world.

Power-driven extending “palettes” at all the doorways provided gap-free access for wheelchair-users.





Urban Mobility Plans

In all urban areas with a population of 100,000 or more, the local authority is obliged to prepare a *Plan de Déplacements Urbains*. This sets out the means of achieving a desired level of mobility and must include plans for greater public transport use. There is consultation – especially with local business interests – and once approved specific projects are the subject of a *Déclaration d'Utilité Publique (DUP)*

The DUP Process

- Sets out the plans for a TCSP project such as a tramway
- Defines the alignments, land acquisition needs and funding arrangements
- Some state subvention (on a reducing scale in recent years) is available
- Bulk of funding comes from the *Versement Transport* – effectively a local transport tax on employers related to payroll costs

The *Versement Transport*

- Maximum rate of 2.6% in central part of Ile-de-France, reducing to 1.7% and 1.4% for the outer areas
- Elsewhere the maximum is 1.0% for cities of 100,000 or more and 0.55% for those with 10,000 to 99,999 population
- **But.....** in the larger centres of population the rate can increase up to 1.75% to fund approved TCSP projects
- Available to subsidise operating as well as capital costs

The Rôle of the Mayor

- Key figure in all transport projects
- Frequently elected as a result of proposals for urban renewal and investment in public transport
- Acts as bridge between state government, local authorities and operating consortia
- High profile promoter of tramway projects constantly involved in the planning and construction process
- “Champion” of business involvement

The *Grand Projet* Approach

- High-quality urban design is paramount
- 100% priority for the tramway
- Careful insertion in existing built environment
- Detailed consultation with residents and businesses throughout construction period
- Turnkey contracting and virtually all financial risk resting with the public sector
- Total integration of bus and tram services

***..... and now for
some examples of
the state of the art***





























In the last thirty-two years, France has inaugurated twenty-seven new tram networks and there are four more under construction or planned. The average time from inception to start of service is six years. In the UK we have struggled to build less than a quarter of that number and the gestation period is anything up to twenty years!

What are the lessons for the UK?

- Autonomy at local level – powerful Mayors to deliver on election promises
- Obligation to produce a PDU in close consultation with business interests
- Funding streams from VT collected locally
- High quality urban design
- Insertion of TCSP in built environment
- Total integration of tram and bus networks with one common operator
- Acceptance that revenue support is desirable
- *Be more European and less American!*

The real tragedy.....

Paris

Now nine tramways

London

Just one

We should have had an east-west tramway between Liverpool Street and Paddington rather than Crossrail, with just 3 stations between the two and contributing nothing to much-needed economic regeneration of poorer inner-London Boroughs and making little or no environmental improvement.

But instead....

Media star Boris was obsessed with Crossrail and removed the best buses London has ever had in favour of a 1950s retro model (now without its hop-on/hop-off USP).

Sadiq Khan has frozen fares for 4 years and created a financial crisis for TfL.

What London needs is more trams – a lot more – and the Cross River project would be a great start.....

Croydon

First new tramway in London since closure of the previous London Transport network on 5 July 1952, opened in stages in May 2000

28km network; four lines; 28m passenger journeys per annum

Significantly easier access to Croydon town centre

£2 billion of inward investment between 1996 and 2002

35% reduction in local unemployment

19% overall increase in retail activity leading to completion of "Centrale" shopping centre with its own tramstop

A further £3.5 billion to be invested in Croydon 2020 proposals

Proposed extensions to Crystal Palace, Sutton Town Centre, Purley/Coulsdon and Streatham/Brixton

Nottingham

New tramway opened in March 2004

14.5km network; two lines; 10m passenger journeys per annum

Phase Two extensions to Clifton (7.5km) and Beeston (10km) opened in 2015

Part-funded by Workplace Parking Levy, raising £10 million per annum

Employment growth – up to 8,000 jobs boosting the local economy by £390 million per annum

Provides enhanced access to 1,270 city centre and 600 Beeston/Chilwell workplaces – 55,000 commuters

20 of the 30 largest employers within 800m of a tramstop

Significant improvement in heavy to light rail interchange and potential to serve proposed East Midlands HS2 station

Park & Ride spaces increased from 3,000 to over 5,000

Ridership now more than 20 million per annum

The evil twins and their vicious circle

Traffic congestion

Huge cost to local economies; massive contributor to pollution

Growth of Uber and other private hire vehicle numbers

Deliveries to workplaces of goods ordered on-line

Too much space given to cycle "super highways"

Poor air quality

More cities in breach of limits than any other EU member state

London's annual target is exceeded by mid-January

Too many diesel-powered vehicles (though buses are the cleanest)

Particulate matter PM10 and PM2.5

The "Oslo Effect" of tyre, brake-pad and road surface wear

Heavier battery-powered vehicles make that worse

Massive contributor to reduced life expectancy and growth of Asthma

Rapid electrification of all urban public transport is the key

through sustainable localised power production and distribution

**Thank you
and good afternoon**