

NORTH OF ENGLAND TRANSPORT SUMMIT REVIEW

2020

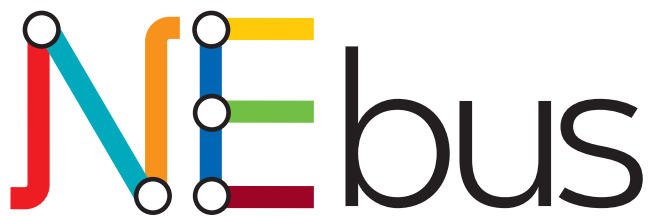
brought to you by

**PASSENGER
TRANSPORT**

in association with

transporttimes events





North East bus operators
working together



Working together to...

- develop a shared vision for buses
- innovate with partners
- deliver improvements
- make things even better for passengers

Find out more online at **www.nebus.co.uk**

WELCOME

Welcome to the *North of England Transport Summit Review 2020*, a publication devoted to transport in the North of England. This publication has been produced by *Passenger Transport*, in association with *Transport Times Events*, to coincide with the fourth annual *North of England Transport Summit*. This event will be held in Manchester on February 12 and is supported by Transport for the North, Transport for Greater Manchester and Transport Focus.

Improving transport connectivity for the 15 million people who live in the North of England is a key part of the Government's plans to "level up" the UK's cities and regions. This publication reflects on how transport in the north has risen up the agenda and considers what the Government can do to achieve its objectives. It has a particular focus on local bus services, an area where Prime Minister Boris Johnson has pledged to lead a "transformation".

We hope you find it an interesting read and we welcome all feedback.

4

TfN

Barry White, Chief Executive of Transport for the North, offers his views

6

SINCE WE LAST MET

Reflecting on events since the last North of England Transport Summit

12

NEBUS

NEBus is bringing together bus operators from across the North East



4



14

FIRST BUS

Working in partnership with local authorities across the North of England

17

TRANSPORT FOCUS

It's vital that bus services are built around passenger needs, says watchdog

20

SUMMIT

Details of the programme for the North of England Transport Summit

TRANSPORT FOR THE NORTH: THE STORY SO FAR

TfN Chief Executive Barry White reflects on how much has changed since the UK's first Sub-national Transport Body was formed

A lot has changed in the nearly two years since Transport for the North became the UK's first Sub-national Transport Body (STB). We've got a new Prime Minister and Government; heard many pledges to "power up the north"; and published our Strategic Transport Plan - the blueprint for levelling up our region.

Several challenges remain, which we're working on - like ensuring all Pacers are off our rails and replaced by rolling stock fit for the 21st century. And there are opportunities we're making the most of - such as bringing in smart season tickets for more than four million rail journeys so far.

So there's been plenty of progress made, but much work still to do. As we enter a new year now is the perfect time to reflect, and also to look forward.

Transport for the North became an STB in April 2018 following three years of partnership working. We bring together the North's 20 Local Transport Authorities (LTAs) and 11 Local Enterprise Partnerships (LEPs) to speak with one voice on the transport infrastructure our region needs to thrive. With statutory status we can formally make the case to Government for strategic investment in the north, and we also have a formal relationship with Network Rail and Highways England. What this means is that the communities, passengers and businesses of the north, through their locally-elected leaders on our Board, have a direct line to the central decision-makers on the

things that matter to them when it comes to transport.

Everything we're telling Government about our region's needs is underpinned by our Strategic Transport Plan and Investment Programme, launched just under a year ago. They make up the blueprint that we will bring to life to realise our vision of a "thriving north where modern transport connections drive economic growth and support an excellent quality of life". By setting out a strategic, comprehensive and coordinated plan in this way we can put forward a strong case for the investment the north needs and deserves, and make the biggest impact on quality of life for our region's 15 million residents.

That core mission - to drive opportunity by transforming connectivity - remains as strong as ever, but the challenges have grown and changed in the past two years. Train timetable chaos in May 2018 laid bare the constraints of the current network, taking weeks to be resolved and leaving millions of commuters frustrated, out of pocket, and late for work. Rail disruption continues, and we continue to press for changes that will give passengers a service they can rely on. Congestion on our roads is getting worse as more people lose faith in public transport and we find that existing junctions and layouts simply aren't suited to our current ways of travelling. And businesses make efforts to increase their trade but find themselves restricted by a lack of freight connectivity, especially

"Our work is far from done and it is vital that our collective voice continues to get louder"





east-west across our region.

With these challenges and constraints come opportunities to make a difference that our collective drive and determination, underpinned by our knowledge and experience, can help us realise. We've now got a clear compensation scheme for rail passengers who face delays and more new trains coming into service. There is a genuine desire to enhance our roads not just for the sake of laying down new tarmac, but with a focus on sustainability, reliability, and provisions for active travel and public transport. We're bringing businesses together to see the strategic, bigger picture on transport investment, so that our ports and enterprise zones can be better connected.

There is progress being made nationally too - never before have the needs of the north been so high up the political agenda, and as we move towards the budget in March we hope to see commitment to 'powering up the north' through devolution and transport investment.

But our work is far from done and it is vital that our collective voice continues to get louder.

Last summer we launched our call for a 'Northern Budget' - a dedicated funding commitment that would make a considerable dent in the investment gap. Our members, businesses and MPs from across the region joined together to make the case for dedicated investment in a Northern Infrastructure Pipeline of road and rail projects, commitment to the full Northern Powerhouse Rail network, and ongoing support for Transport for the North's strategic pan-regional work.

We're also encouraged by the Williams and Blake Jones Reviews into rail services, which are currently not up to scratch. We believe their findings and recommendations can create a rail system that puts passengers first, ensuring they get the reliable and affordable network they need and deserve.

Now we need to see committed funding for our region's most economically important and

transformative transport project - Northern Powerhouse Rail. The full Northern Powerhouse Rail route, from Liverpool to Hull and from Newcastle to Sheffield, will reduce journey times and unlock capacity, creating tangible benefits for passengers. It will make it practical to commute further without sacrificing hours of precious time at home. And it will open up capacity for freight routes, giving businesses the reliable network they need to move their goods and grow the economy. We've already welcomed the commitment to expediting the work on the Manchester to Leeds section and continue to press for the whole project, alongside HS2, to be delivered.

“This year’s North of England Transport Summit comes at an opportune time, and everyone attending is part of a growing momentum behind driving investment in the north”

In addition, we must secure funding to enhance our most economically important roads and ensure they support people and goods in moving around freely. These include the Rocket Junction in Liverpool, Tyne Bridge and Central Motorway in Newcastle, and the Kendal Northern Access Route, and we submitted our bid for funding for these and 13 other schemes through the National Roads Fund last summer. Alongside funding for other key roads from the Road Investment Strategy and other sources, this will help combat the congested road network in the north so that we can work towards decarbonisation, more public and active travel, and reliable journeys.

There has been much change and progress in the past two years, which we should be rightly proud of. We've used our time, connections and knowledge wisely to outline a robust case for enhanced connectivity by looking

at multi-modal opportunities and considering how we can best support our residents and enhance our key industries. We know that when goods, services, knowledge and skills move more freely, greater collaboration, increased productivity, and stronger economies will follow. Working on a pan-northern basis, informed by local challenges and opportunities, allows us to see the bigger picture of transport needs and put forward a strategic, long-term plan that will support our people and businesses for years to come. Our main aim is to realise a pipeline of short, medium, and long-term road and rail projects that will help to bring about a £92bn increase in GVA, 850,000 new jobs and 4% higher productivity by 2050 than a business as usual scenario.

Over the past few months we've seen how changeable the political and economic landscapes can be, so it is essential that we remain agile and adaptable and maintain the focus on our goal. We will continue to make our case for investment in our road, rail and smart ticketing programmes so that we can transform connectivity in the north like never before.

One thing that has remained consistent over the past couple of years is that the future for the North is full of opportunities. Opportunities for our northern leaders to make decisions on local transport issues; opportunities for our residents to make the most of job and leisure options; opportunities for our businesses to grow with confidence.

Our vision is of a thriving north where the lives of people and the success of businesses are enhanced by a reliable and cost-effective transport network. How our organisation evolves in the future will have that mission at its heart.

This year's North of England Transport Summit comes at an opportune time, and everyone attending is part of a growing momentum behind driving investment in the north. Working together, as One North, we'll be able to transform our transport network, our economy, our businesses and our lives. ■



In a speech at Manchester's Science and Industry Museum in July, Prime Minister Boris Johnson promised to give the city "a London-style bus system"

THE NORTH RISES UP THE AGENDA

JANUARY

PARTNERSHIP

BUS ALLIANCE MOVES FORWARD

In January 2019, the West Yorkshire Combined Authority's transport committee threw its weight behind plans for a bus alliance bringing together local bus operators including Arriva, First and Transdev Blazefield.

It will build on the Bus18 initiative which led to increased investment in services and a number of new ticketing initiatives.

The West Yorkshire Bus Alliance planned to build on this with a number of initiatives, including plans to speed up journeys, create easy-to-understand and affordable fares and improved passenger access to free Wi-Fi, better travel

advice and journey planning, plus further progress towards carbon-free buses.

The initial bus alliance agreement will run for a three-year period until the end of 2021. It is based on legal provisions introduced as part of the Bus Services Act for voluntary partnership agreements.

The West Yorkshire Bus Alliance aimed to put bus passengers at the heart of services, keeping buses moving and help create a sustainable bus network. Commitments included the development of a clearly identifiable brand, a simple fares structure, consistent customer service, further highway improvements to reduce journey times and the continued introduction of clean bus technology.

FEBRUARY

ELECTRIC BUSES

NORTH GETS £18.8M FOR GREEN BUSES

The Government announced a £48m investment from the Office for Low Emission Vehicles to fund new green vehicles and infrastructure in England and Wales.

Around two-fifths of the funding (£18.8m) went to bidders in the North of England. It will be used to purchase 93 electric buses and associated infrastructure.

Most of this money (£14.9m) was awarded to four bidders in Greater Manchester – Stagecoach Manchester (£6.9m), Great Manchester Combined Authority (£5.4m), First Bus Manchester (£2.0m) and Manchester

Community Transport (£462,900). It will be used to fund the purchase of 70 electric buses and associated infrastructure.

The remaining awards went to bus operators First West Yorkshire (£1.8m) and Go North East (£1.7m), and West Yorkshire Combined Authority (£617,000).

MARCH

TECHNOLOGY

UK'S FIRST AUTONOMOUS BUS TRIALLED IN MANCHESTER

The UK's first full-sized autonomous bus was trialled in a Manchester bus depot. The ground-breaking project, involving a single Alexander Dennis (ADL) Enviro200 vehicle,

is part of a programme being delivered by transport operator Stagecoach in partnership with ADL and technology company Fusion Processing.

It was revealed in March that the bus was able to operate autonomously within Stagecoach Manchester's Sharston depot using Fusion Processing's CAVstar autonomous vehicle system. The trials reached the point where the bus could move around depot environment autonomously, carrying out simulated movements such as parking and moving into the bus wash.

The CAVstar system uses multiple sensor types including radar, LIDAR, optical cameras and ultrasound, along with satellite navigation to detect and avoid objects and plan an optimum path for the vehicle.

This hardware and software also forms the basis for a more significant autonomous vehicle trial due to get underway in 2020. That will see five buses operating in autonomous mode in public service between Fife and Edinburgh, across the Forth Road Bridge Corridor as part of the CAVForth project.

JUNE

AQUISITIONS

FIRST SELLS MANCHESTER BUS BUSINESSES

First Bus completed the £11.7m sale of its 163-vehicle Queens Road depot in north Manchester to Go-Ahead Group in June.

The £11.2m deal took Go-Ahead into Greater Manchester, Britain's second-largest urban area, for the first time. The 163-vehicle operation was named Go North West.

First Bus later announced its intention to sell the Bolton bus depot and operations to Rotala in June. The sale included the Bolton depot site, with 18 commercial bus services and 500 employees transferring across to Rotala.

Following a review of its Manchester operations completed in 2018, First Bus took the decision to reduce exposure in

Greater Manchester "due to the current uncertainties in that particular market".

JULY

ROLLING STOCK

TRANSPENNINE ACCEPTS FIRST NOVA 2 TRAIN

The acceptance of the first Nova 2 unit in July meant that train operator TransPennine Express had accepted trains from each of the Nova fleets, Nova 3, 2, and 1, with more trains being delivered over the weeks that followed. Nova 2s operate between Manchester,

Glasgow and Edinburgh as well as Liverpool to Glasgow. They entered customer service from the Autumn.

Each Nova train features spacious, comfortable seating, free Wi-Fi in both First and Standard Class, plug sockets and USB charging points, improved information systems and access to complimentary Exstream entertainment.

CAF UK Director Richard Garner commented: "The acceptance of the Nova 2 is the culmination of a hugely successful team approach between our company, TPE and Eversholt Rail. The high-quality, high-



The UK's first full-sized autonomous bus was trialled in Manchester in 2019. The vehicle was able to operate autonomously within Stagecoach Manchester's Sharston depot



The acceptance of the first Nova 2 unit in July meant that TransPennine Express had accepted trains from each of the Nova fleets

performance trains are a variant of the highly successful Civity platform, capable of speeds of 125mph and will provide TPE customers across the North of England and Scotland with a transformed on-board experience, making a real difference to this important and busy rail network."

AUGUST

POLICY

PRIME MINISTER - I WILL TRANSFORM BUSES

Prime Minister Boris Johnson said he would work with Greater Manchester Mayor Andy Burnham to deliver "a London style bus system" in a speech in Manchester in August.

Johnson told an audience at the city's Science and Industry Museum that he wanted to improve transport services within cities - not just between cities - so that "people don't have to drive".

"That means buses," he said. "I know a lot about buses, believe me. I love buses ... I will begin as a matter of urgency the transformation of local bus services - starting here today in Manchester."

Johnson said he wanted the public sector to co-ordinate buses and the private sector to operate



them. He pointed out that bus use in the capital “where we have all these things” has almost doubled over the past 25 years while it has fallen by more than a third in other metropolitan areas over the same period.

“I think we can see the first results, here in Greater Manchester, within a few months,” he said. “And I want the same for any other part of the country where local leaders want to do it.

He added: “Good bus connections, good transport connectivity, is also vital to so many of the towns that feel left behind.”

FUNDING

NORTH TO GET £2,389 LESS PER HEAD THAN LONDON

New analysis of the Government’s planned transport spending published in August showed that, unless investment in the Northern Powerhouse goes ahead, London is set to receive almost three times more per person than the North.

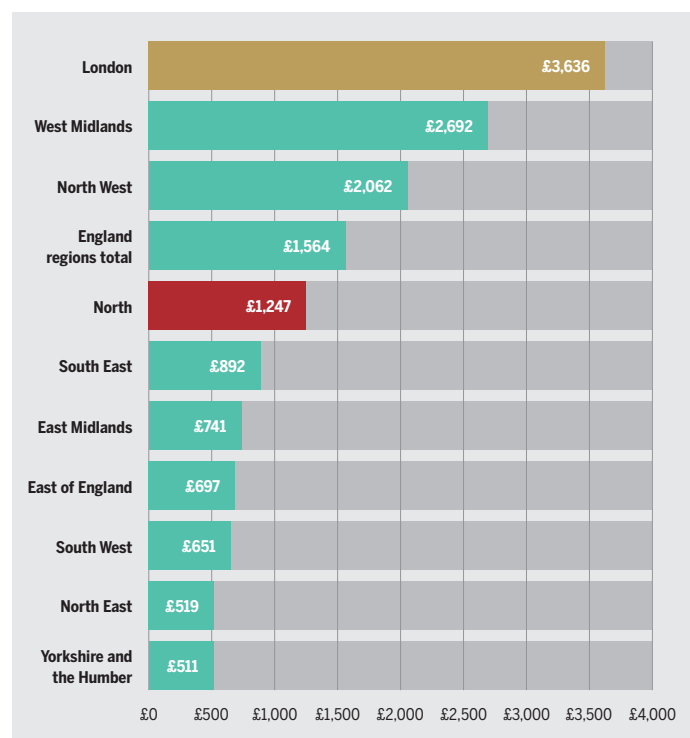
IPPR North’s new independent analysis of regional transport spending in England provides a comprehensive picture of planned spending included in the most recent edition of the National Infrastructure and Construction Pipeline - a list of the Government’s planned infrastructure projects between now and 2033.

Examining the Government’s own figures, the think-tank found that planned transport spending on the capital is set to be £3,636 per person, compared to £1,247 on the North. Yorkshire and the Humber will receive the least of all of England’s regions at just £511 per person, followed closely by the North East at £519 per person. The North West will receive £2,062 per person. This does not include Northern Powerhouse Rail or recent overspend on Crossrail, which were not included in the pipeline.

Report author Luke Raikes called on the prime minister to “turn years of Northern Powerhouse rhetoric into reality” by taking urgent action to invest



Part of the emerging vision for the Northern Powerhouse Rail Network



IPPR North analysis of planned central and local public/private transport infrastructure spending per capita 2018/19 onwards (real terms 2017/18 prices)

in the North and devolve powers to northern leaders and Transport for the North.

SEPTEMBER

DEVOLUTION

PM: I’LL GIVE NORTH CONTROL OVER RAIL

Prime minister Boris Johnson announced his intention “to give the railways of the north back to the people of the north” at September’s NP11 Convention in Rotherham.

“In the Combined Authority or joint transport committee areas in the North East, West Yorkshire, Sheffield City Region, Greater Manchester, Liverpool City Region, it is time for the north to run its own trains,” said Johnson. “Keith Williams, who is leading a review of the railways for us, has I think been in touch with most of the people concerned.

“On your local lines in metropolitan areas, we will give greater control over fares, service patterns, rolling stock and stations.”

He continued: “Outside the Combined Authority areas, I want communities to take control too. That might be through county councils taking on similar roles, in their areas, for stations or branch lines. Or it might be by transferring local branch line and rural services to community rail partnerships, owned by local people.

“And as you have asked, we will give you far greater control over your budgets.”

OCTOBER

FRANCHISING

CONSULTATION REVEALS MANCHESTER BUS PLANS

The Greater Manchester Combined Authority pressed ahead with its launch of a public consultation in October into plans to introduce a franchise local bus network.

Earlier in the month the Combined Authority had revealed that an independent assessment of the plans had determined that a franchised model would be the best way to meet the region’s objectives for buses.

With the public consultation, further details about the plans for the scheme have been revealed. A decision about whether to press ahead is currently proposed for March 6, 2020.

“To make sure the transition from the current deregulated system to a fully franchised system is as smooth as possible, the scheme proposes that it is done in three phases,” says the combined authority in its consultation document.

The first phase would cover services in the west of the region around Wigan, Bolton and Salford, with contracts commencing on April 2, 2021. The second phase would cover the north and east of Manchester around Rochdale, Oldham and the north of the city, commencing March 25, 2022.

The final phase would cover the remainder of services to the south and south east from March 10, 2023.

NOVEMBER

DEVOLUTION

TFN CALLS FOR POLITICIANS TO BACK 'RAIL REVOLUTION'

Major investment in rail infrastructure, in particular the HS2 and Northern Powerhouse Rail projects, would create a rail revolution for the North of England, the Chief Executive of Transport for the North claimed in November.

In an open letter to politicians ahead of the start of the general election campaign, Barry White called on them to “unleash the North’s potential and rebalance decades of underinvestment”.

“Delivered together, in lock-step, they’d amount to a rail revolution for the One North economy we set out to achieve in 2015,” he said. “One our communities have waited for patiently.”

He said Northern Powerhouse Rail would be a transformational £39bn network spanning from Liverpool to Hull and Sheffield to Newcastle. It would create a turn up and go service between Sheffield, Manchester, Leeds, Newcastle, the wider North East and Hull. “All journey times slashed, each station location a chance to ignite regeneration and foster new enterprise,” White added.

He also claimed the need for investment was clear: “It’s evidenced in the daily slog of today’s rail passengers. Timetabling conundrums, packed trains, passengers left on platforms - a congested network buckling under the strain of its own success. One struggling to cope today, let alone equipped to serve the predicted four-fold increase in passengers between now and 2050.”

AWARDS

AWARD FOR LIVERPOOL’S BUS ALLIANCE

The Liverpool City Region (LCR) Bus Alliance won the ‘Improvements to Bus Services’

award at the National Transport Awards in November, for bucking the trend and delivering growth in bus use.

As a result of the LCR Bus Alliance, the city region has one of the youngest and most environmental friendly bus fleets in the country with Wi-Fi as standard. By working together and making the best joint use of resources, bus operators and the transport authority have delivered a 15% increase in fare paying passenger journeys since 2013/14 and have 91% customer satisfaction among bus users, the

joint highest of any metropolitan area in England.”

Matt Goggins, Head of Bus for the LCR Combined Authority commented: “This award is a testament to the efforts put in by the Bus Alliance to improve services for bus users in the Liverpool City Region.

“Whether it’s introducing contactless payment on all buses or the ‘Better by Bus’ campaign, a lot has gone into encouraging people to use the bus more and this is down to the hard work put in by staff across all the organisations.”



Leeds: “the largest city in Western Europe without a light rail or metro system”

DECEMBER

POLICY

‘PM MUST NOW DELIVER FOR THE NORTH’

The Conservative Party’s election victory in December saw it breach Labour’s “red wall” in the North of England. Of the 58 seats it captured, 26 were in the North of England. Brexit was central to the Tory sales pitch, but Northern voters were also offered a range of commitments on transport infrastructure and spending.

The Conservative Party manifesto pledged to build Northern Powerhouse Rail between Leeds and Manchester, and then focus on Liverpool, Tees Valley, Hull, Sheffield and Newcastle. It also promised to “level up” the UK’s cities and regions by providing better transport connections, identifying Leeds as “the largest city in Western Europe without a light rail or metro system”. City regions would be given funding to upgrade their bus, train and tram services “to make them as good as London’s”.

And in the week before the poll, the Conservatives went further. They pledged to invest £4.2bn over five years on local bus, train and tram services in eight mayoral



The Liverpool City Region Bus Alliance won the ‘Improvements to Bus Services’ award at the National Transport Awards in November

or Combined Authority areas in England, of which six are in the North (Greater Manchester, Liverpool City Region, North East, Tees Valley, Sheffield City Region and West Yorkshire).

The party offered examples of projects that might get funding. They included:

A new metro scheme in West Yorkshire, including to Dewsbury, Pudsey and the Spen Valley.

Extensions to the Metrolink tram system in Greater Manchester, including to Stockport and Bolton.

Upgrades to the Tyne and Wear Metro and new heavy rail lines in the North East.

Responding to the election result, Transport for the North's Chief Executive, Barry White, said: "The North has – rightly – been a key battle ground in this election, with pledges made on improving our transport and creating opportunities. Now is the time to advance that Northern agenda in the national interest. The Prime Minister must now deliver."

ROLLING STOCK

50 BRAND NEW TRAINS IN SERVICE

Under-fire train operator Northern finished 2019 having introduced more than 50 new trains across the north of England.

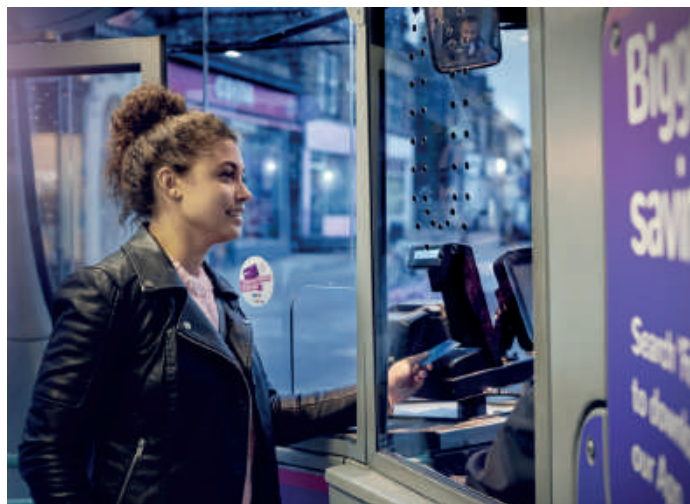
The new trains, which provide customers with a step-change in the quality of their journeys, all feature air conditioning, at-seat charging and free customer Wi-Fi. They are also fully accessible, have space for bikes and wheelchairs, and display real-time travel details via customer information screens.

Northern began introducing the new diesel (Class 195) and electric (Class 331) multiple units in the summer and steadily rolled them out on many routes across the region. In December a further 20 trains were added.

David Brown, Northern's Managing Director, said: "The introduction of these latest new trains - part of a £500m investment in rail in the North - means we have more than 50% of our state-of-the-art fleet



Under-fire train operator Northern introduced more than 50 brand new trains in 2019



Bus operators began moving towards a 'tap on-tap-off' contactless capping model

in service. This is great news for our customers and clearly demonstrates we are making real progress in transforming the service we provide.

"It's fantastic to see so many of the new trains out on the network and I look forward to delivering the rest of the fleet as we move into 2020."

JANUARY 2020

TICKETING

BUS OPERATORS PULL OUT OF TFN TICKETING PLANS

Plans for an integrated pay-as-you-go contactless ticketing system across the north of England were dealt a blow in January 2020 after it was revealed that bus operators will not

participate in the scheme at this stage.

Smart ticketing was introduced on rail services across the north in November 2018 and this is now being rolled out to light rail networks across the region. A new phase of the scheme was due to start this year. It would have allowed passengers to make journeys using different modes of transport, with a capped daily or weekly fare.

Transport for the North's board has now agreed to change tack and focus on implementing the rail-based elements of the scheme. It is hoped that bus operators will join at a later, yet to be defined stage. Confidential papers obtained by *The Yorkshire Post* reveal TfN has decided to scrap plans to develop a multi-modal, multi-operator back office ticket processing

system known as ABBOT. The funding released by this decision will instead be ploughed into delivering local smart ticketing schemes across the north.

TfN claimed bus operators were reluctant to participate in the planned scheme as they have already invested in their own contactless ticketing systems. They also said they could react faster to industry changes if they had ultimate control of their ticketing systems.

Meanwhile, some operators, notably First and Transdev, are also now moving towards a 'tap-on-tap-off'-style contactless model with London-style capped fares. Bus operators are also planning to expand this model to facilitate multi-operator capped contactless ticketing across the region.

ROLLING STOCK

NEXUS UNVEILS TYNE AND WEAR METRO TRAINS

Nexus announced it had chosen a manufacturer for its contract to build new rolling stock for the Tyne and Wear Metro in January 2020. They are part of a £362m investment which promises to transform performance and passenger experience, deliver huge energy savings and secure and create hundreds of jobs in the UK supply chain.

The Department for Transport confirmed it would provide £337m to Nexus towards funding the cost of the programme.

Stadler, the Swiss train builder currently delivering new trains for Glasgow's Subway and Merseyrail, was chosen by Nexus after an 18-month global search for the best manufacturing partner for 42 new trains to be delivered up to 2024.

The company will work with more than 30 new supply chain partners in the UK advanced manufacturing, technology and construction sectors, half of them in the North East of England, creating and securing hundreds of skilled jobs.

Stadler will also build and run a £70m new maintenance facility

at Metro's depot site in South Gosforth, Newcastle, as part of the deal, employing around 100 members of staff directly.

CAR CONSTRAINT

YORK BACKS PLAN FOR CAR FREE CITY CENTRE BY 2023

In January, councillors approved plans to ban private cars from York's medieval city centre by 2023.

While those who rely on cars, such as disabled residents, will be exempt, City of York Council wants an end to "non-essential" car journeys within the city walls.

The proposal is part of the authority's response to the climate emergency. The council, which is controlled by the Liberal Democrats and the Greens, wants to make the historic city carbon neutral by 2030 - 20 years ahead of the UK Government's net zero target.

"People's first response might be to be a bit anxious about what we're proposing," said Labour councillor Johnny Crawshaw, who proposed the initiative.

"That doesn't mean it's not the right thing to do. The public mood is changing, particularly in relation to climate change."

FRANCHISING

TFN WELCOME 'FRESH START' AT NORTHERN

Transport for the North welcomed the news in January 2020 that the Secretary of State for Transport would strip Northern of its rail franchise and bring in the

Operator of Last Resort.

Barry White, Chief Executive, said: "Our hard-pressed passengers have been calling for action for some time - as have our Members. Now, at last, we have the chance of a fresh start. Action has been taken and we can move forward. This new initiative must put passengers first and provide a reliable rail service that rebuilds trust that has been lost."

He added: "In addition to this change, essential infrastructure is needed to reach the levels of performance and reliability we need, and we now need to see early commitment to this and accelerated delivery from Government."

White said the move provided "a bridge to a better, longer term solution that works for the North" and marks "the start of a journey."

Transport Secretary Grant Shapps expects the new franchise arrangement to be in operation from March 1. ■



Councillors in York approved plans to ban private cars from their city centre by 2023



Swiss train builder Stadler was chosen by Nexus to supply a new fleet of 42 trains for the Tyne and Wear Metro, to be delivered up to 2024. A visualisation is pictured



The operator partners and local stakeholders came together to launch NEBus last year

NEBUS PLOTS A RECIPE FOR SUCCESS

NEBus is bringing together bus operators large and small from across the North East

Bus operators in the North East of England have come together as NEBus with the aim of making wholesale improvements to bus services across the region. It's a move that aims to not only support local communities and wider economic goals, but also to tackle aspirations for a sustainable public transport network that helps mitigate the growing climate emergency.

NEBus brings together bus operators large and small (see panel) and by working

collaboratively with local partners they hope to slash the ever-growing tide of congestion. They also want to make wholesale improvements that will make the bus more dependable and reliable – in effect becoming the mode of choice.

Martijn Gilbert, the Managing Director of local bus operator Go North East and chair of NEBus, believes that there is a good story to tell about buses in the North East. He pointedly adds that the partners in the organisation are keen to move on from the debate surrounding bus franchising that has dogged the public discourse ever since Nexus's failure to launch a 'Quality Contract' franchising scheme several years ago.

"We've had a lot of discussion about different operating models over the last decade," he says. "That means there has been a complete absence of any positive conversation about the fact that we as operators have continued to invest. We have a positive message, but we have all had concerns that that message has sometimes got lost in all the other... stuff."

He points out that the region was amongst the first to have widespread contactless ticketing on buses and over £80m has been invested in new vehicles since 2015, the vast majority of them to the latest Euro6 emissions. Meanwhile, 2020 will see the region's first fully electric buses entering service between Gateshead and Newcastle thanks to a successful bid from the Government's Ultra Low Emission Bus Fund.

"All of that and we've still got the fourth highest bus use per household in England outside London and a superb 90.3% customer satisfaction, according to the latest figures from

Transport Focus," he adds. "We are enthusiastic and passionate people and we are doing more to work together than ever before, but sadly we are not solely in charge of our own destiny on things such as congestion, road space and also some elements of integrated ticketing."

Gilbert and his colleagues are also using NEBus to highlight the important role that buses play in wider North East society. The local bus operators are major employers in their own right with over 6,000 people working in the industry. The larger operators are also helping to train the next generation with bespoke apprenticeship and graduate schemes that aim to attract and develop fresh talent. The operators also work with the local Job Centres and colleges to help support and equip local jobseekers to get back into employment. The sum of this is a unique place at the heart of the North East community.

However, the NEBus partners believe that delivering high quality

public transport is a “shared responsibility” between operators and stakeholders. Gilbert adds that no one party has all the solutions; if the bus is to be truly successful then it needs support from those stakeholders, especially when tackling that issue of congestion which can seriously undermine reliability and, more worryingly, lead to rising costs. As an example, he highlights research into the impact of congestion by Professor David Begg, former Chair of the erstwhile Commission for Integrated Transport, in 2016. It determined that for every 10% decrease in operating speed there was an 8% increase in operating costs. With operators under increasing pressure financially, that, more often than not, can lead to rising ticket prices for the customer.

“We have some stakeholders and some sections of the media, many of whom haven’t even used a bus, talking the bus down,” Gilbert adds. “That’s not helpful and what we’re really trying to do with NEBus is move the debate on and say ‘yes, even we want things to be better and they can be better if we give the bus a chance.’”

For their part the operators have made some significant commitments towards improving the region’s buses. These include pledges towards greater transparency, continued investment, improved ticketing, customer service improvements, enhanced communication and greater collaborative working. They have also expressed a willingness to work with local authorities and Nexus on planning road and highway works, provide data to support bus priority business cases, and work with stakeholders large and small in promoting bus travel. In return the bus operators have highlighted what they need to be truly successful.

Gilbert passionately advocates a close partnership where local authorities demonstrate effective control of a highway network that is optimised to support bus services. This would require the effective deployment of a whole range of tools, from traffic light priority and roadworks co-ordination to

targets for traffic speeds and even greater bus priority in terms of road space allocation.

“That’s fairly obvious stuff,” he says. “But we need support elsewhere too. We need parking policies that are supportive of our goals and more park and ride. We need better infrastructure like bus shelters, improvements in information and a balanced, data-led approach to investment and planning. More than that we need a long-term vision for public transport across the region and seamless integration with other modes.”

On that Gilbert highlights that while the North East’s buses all have the capability to accept smartcards complying with ITSO standards, the local rail network has yet to catch up. Meanwhile, the bus operators are working towards expanding their contactless payment systems by

“We have to collaborate but equally we need to get buses on a more positive footing. If we do that I think we can build something quite unique and quite visionary”

introducing London-style ‘tap and cap’ payment capping as a priority. These schemes are in their early days elsewhere, but Gilbert points out that the award-winning Brighton & Hove operation, a sister company to Go North East, has already rolled out this innovation.

“Whatever the model for buses, these are the things that need to be done to support buses,” he adds. “We are very clear about. It’s about making

buses successful. Of course, our preference is for partnership because that’s the model that all of us operators are operating in, but actually things around road space allocation, joined-up information, ticketing... they all need to be raised regardless. What we’re trying to do here is pitch some things that stakeholders can actually connect with and say ‘yeah, it doesn’t matter who runs the buses, we still need all these things improved.’”

Of course, these aspirations will require some form of formal bus partnership, something that was last discussed in any sort of way in Tyne & Wear some five years ago. Despite that the NEBus members say they are keen to progress opening a formal, meaningful dialogue, perhaps spurred on by central Government’s new-found enthusiasm for the humble bus.

Steve Walker, managing director of Stagecoach North East highlights the rapid progress that has been made in the Tees Valley region where partnership discussions are at an advanced stage. “They believe franchising is just too expensive,” he reveals. “They want to progress a partnership because, at the end of the day, people can always argue as much as they want about who controls the bus company but the problems are always going to be the same. Somehow we have to work together to overcome them.”

NEBus members have already presented their plans to the joint North East’s transport committee, but Gilbert is keen to push forward the collaborative message. “We can’t rest on our laurels - we know more needs to be done, we’re doing lots and we stand ready to do more, but we need people to work with us on that,” he adds. “We have to collaborate but equally we need to get buses on a more positive footing. If we do that I think we can build something quite unique and quite visionary.” ■



NEBus aims to represent operators from all parts of the local bus scene

ALL OPERATORS GREAT AND SMALL

NEBus brings together operators large and small from across the North East. They range from Go North East with its 1,000 buses and 2,000 employees to the smaller independent operators like A-Line Coaches, Gateshead Central, L&G Coaches, Stanley Travel and Station Taxis. The members add that it is an inclusive organisation with an open invitation for any local bus operator to join.

NEBus Chair Martijn Gilbert notes that the average meeting of the organisation has at least five members present, ensuring that everyone, large or small has the

chance to have a say in proceedings. “Sometimes these sorts of organisations can be dominated by the larger operators,” he adds. “This is not about the operating model – it’s about buses, whoever it is who is running them. We all need reliable journey times; we all need the ticketing stuff; we all need the congestion-busting stuff - it is inclusive.”

Andrew Scott, Director of smaller independent operator Stanley Travel, adds that the goals of all the members of NEBus are the same – to get people out of their cars and onto the bus. “It’s about getting the message out there about the bus, the advantages and what it can offer,” he says.



■ www.nebus.co.uk

WORKING TOGETHER TO MAKE A REAL IMPACT

First Bus explains how bus operators and local authorities are working in partnership in the North of England

Too often debates about the future of bus are theoretical, which governance regime is better than another? Trade-offs between motorist and bus passenger? Across the north of England First Bus is demonstrating what can be done when bus operators and local Government work together to make a practical difference for the passenger

Connecting Leeds sets out Leeds City Council's vision, working with the West Yorkshire Combined Authority, to deliver a transformational step change in the public transport network and connectivity in Leeds and the wider region. Helping to support and bring people, places, jobs, learning and leisure closer together. Funded through the £270m Leeds Public Transport Investment Programme, improvements will be made to bus, park and ride, rail, cycling and walking services and infrastructure, reducing congestion and improving air quality and accessibility in Leeds along with utilising the latest technology innovations.

The bus is an essential element of Connecting Leeds, with the target set of doubling the current 250,000 bus trips made in the city per day within 10 years. As part of its commitment, First Bus is more than half way into an investment of £71m in 284 new, ultra-low emission buses to be completed by the end of 2020. The buses also feature Next Stop Audio Visual Announcements and improved interiors. Already seeing passenger growth of more than 5%, the buses are introduced on a corridor-by-corridor approach branded



ABOVE: First Bus works closely with City of York Council on its Park and Ride network. RIGHT: Streetscapes are being transformed as part of the Connecting Leeds initiative

'LeedsCity' and supported by marketing activity.

Under the plans, bus priority measures will be introduced on five corridors, improving bus journey times and service reliability. Available space on the road network is being maximised to improve efficiency, with enhanced cycling and walking provision also central to the plans. Additional new infrastructure would see bus stops improved, with new features including offering the latest real-time service and travel information.

First Bus, together with all operators, are partners and are closely involved with the consultation, bus network routing and communication of the infrastructure projects. And the programme is now visible with work underway across Leeds including in the city centre.

Already removing 9,000 cars per week from the city centre, the works include extensions of

both the Elland Road and Temple Green Park & Ride sites - which received eight new ultra-low emission hybrid electric buses in 2018. Next year a new 1,200-space Park & Ride will open at Stourton catering for trips south-east of the city with access via Junction 7 of M621, A61S and A639.

Buses are playing their part in helping to tackle environmental issues and helping to meet the national and local targets on improving air quality and reducing carbon as highlighted by the recent climate emergency declarations.

First Bus recognises its own responsibilities to reducing the environmental impact across operating areas. Working with the local authorities to help reduce air pollution, through investment in new low emission and electric vehicles, vehicle engine upgrades and a range of initiatives at depots and on buses. As well as putting in place environmental management systems in local

depots, all vehicles are fitted with GreenRoad telematics helping reduce emissions and providing customers with a smoother journey. Investment in new ticket machines has also helped reduce boarding times with faster payment options through mobile and contactless so the bus spends less time idling at the bus stop and give customers quicker journey times.

First Bus has worked alongside the local authorities and other operators to bid for Government funding for retrofitting of vehicles to meet the Clean Air Zone requirements and to improve the air quality across the North of England. Already over 250 local buses have now been retrofitted with technology to reduce their emissions following successful grants bids to the Government's Clean Bus Technology Fund; a



further 196 are in procurement for fitting over the next few months.

Leeds is also set to operate nine electric vehicles through the city from Spring 2020 following a successful funding bid with the Department for Transport. Paul Matthews, Managing Director of First West Yorkshire, said that the announcement earlier this year will “complement the existing commitments to invest in ultra-low emission vehicles to aid with improving air quality in Leeds.”

He added: “As one of the major bus operators in West Yorkshire, we understand the vital role we play in working with the local councils and West Yorkshire Combined Authority through the Bus Alliance initiative, to find solutions to reduce air pollution in the city.”

In York, First Bus are proud to work closely with City of York Council providing one of the UK's leading park and ride networks. Electric vehicles have been running in York since the opening of the sixth park and ride site in 2014 and the following year electric vehicles were added to the Monks Cross park and ride site.

A further 21 new electric vehicles are being introduced into the York fleet from this Spring providing a huge boost to the city's air quality objectives.

Marc Bichtemann, managing director of First York, said: “We're proud to be the operator of one of the biggest fleets of double deck electric buses outside of London, as we continue to work with City of York Council to improve air quality in York.”

He added: “First Bus, are committed to providing reliable bus services and supporting local economies and we believe the air quality agenda allows buses to demonstrate their full potential.”

These are all parts of a virtuous circle; more passengers mean fewer cars on the road, less congestion and, in turn, improved air quality. As part of this objective First Bus continue to work closely with business for example through the discounted employee travel scheme, ‘Commuter Travel Club’ taken up by organisations including Aviva in York and Direct Line in Leeds.

Technology is also playing a

significant role in both customer experience and quicker journey times with faster boarding. First Bus was the first major UK bus operator to achieve 100% contactless ticketing across the network in 2018 and continues to see strong growth in the use of mobile ticketing via the First Bus App - rated as the best bus app on the iOS platform of all the major, national bus operators. This year, First Bus has now launched ‘Tap & Cap’ in Doncaster providing customers better value, greater flexibility and simpler payment options for their bus travel.

Tap & Cap technology offers

“We're proud to be the operator of one of the biggest fleets of double deck electric buses outside of London, as we continue to work with City of York Council to improve air quality in York”

customers capped fares via their contactless card or enabled device. Tap & Cap uses contactless payments to cap travel charges, so customers will never pay more than a fixed daily or weekly price, no matter how many journeys they make.

Single journeys made with Tap & Cap cost a flat fare so customers don't need to ask for a ticket or tell the driver where they're travelling so long as it's within the set boundary area. A second journey is charged at an additional flat fare and the third is capped taking the full price to the same as a day ticket. Any additional journeys made that day are then ‘free’. If a customer continues to tap throughout the week the cost of all their journeys would be capped at the week cost.

In partnership with payment platform provider Littlepay, customers using Tap & Cap can travel with complete peace of mind with access to the self-service portal which tracks payments and shows the savings made.

Allan Riggall, Commercial Director at First South Yorkshire, said: “We've had a lot of success encouraging customers to pay digitally using contactless cards and mobile devices for ease and convenience. Tap & Cap offers even more flexibility and value for customers and will continue to help speed up bus journeys by reducing boarding time.”

First Bus will be monitoring the results of the trial closely and hope to extend the initiative further across the North in 2020, supporting one of the key strands of the national bus strategy, *Moving Forward Together* to introduce contactless, multi-operator, price-capped, daily and weekly tickets by 2022 in urban areas. Our local authority partners are bidding for support for second readers so we can do single-operator capping in more complex markets and then move to multi-operator capping in 2022.

By working together, local authorities and bus operators can make a real impact on congestion and air quality, providing better services for customers, supporting local economies and increasing passenger numbers. ■



Transport Focus: the voice of Britain's transport users



What makes a good journey for transport users? How good are their current experiences? And why is it important to get their views?

Record levels of investment, pressure on public services, changing lifestyle and travel patterns – the future is emerging. As the independent watchdog for transport users, Transport Focus is working hard to make sure user needs are built in to all the decisions and investment made on their behalf.

We aim to be useful to those who make decisions about transport and to help them make better decisions for the user.

Every year Transport Focus speaks to more than 160,000 passengers and road users across Great Britain, through large annual surveys and ad-hoc research including:

- **National Rail Passenger Survey**
The largest published rail satisfaction survey in the world. Twice a year, in January and June, it gives scores for factors including value for money and punctuality.
- **Bus Passenger Survey**
Around 50,000 passengers give their views on a range of factors, from value to cleanliness.
- **Strategic Roads User Survey**
Reflects the experience of all drivers – whether in cars, vans, lorries, coaches or on a motorbike – across a range of issues.



All of our work is published at www.transportfocus.org.uk, including a data hub to make exploring the results easy.

Our staff are based throughout Great Britain, helping us get a regional picture as well as a pan-national one. We sit on Network Rail route boards and Bus Alliances.

We also hold industry to account. In recent years our Board has publicly questioned rail operator MDs, the Government Rail Review chair Keith Williams, the new Rail Ombudsman scheme and the Highways England boss Jim O'Sullivan.

For more on our achievements for transport users, please check out our website and follow us on Twitter @transportfocus.

Get in touch with us and find out how we can work together to make a difference!

CONTACTS

Anthony Smith, chief executive

Anthony.smith@transportfocus.org.uk

David Sidebottom, director

David.sidebottom@transportfocus.org.uk





Transport Focus recruited a group of people - 'Busketeers' - from the West Midlands to offer new insights

ARE BUSES READY TO ENTER THE LIMELIGHT?

Transport Focus explains why it's vital that bus services are built around passenger needs

In September 2019 the Transport Secretary announced a package of measures to boost buses. While very welcome, many would say it was long overdue!

The announcement set out a £220m package, in the first year, to provide investment to bus services in places such as the West Midlands where 'express lanes' will be developed. In Cornwall the first 'Superbus' network will be introduced where a pilot will focus on fares and improving the quality, frequency and capacity of both rail and bus services across the county. News will also emerge soon about the location for Britain's first all-electric bus town. Exciting times!

All this positive news included a commitment to the UK's first ever long-term bus strategy and funding settlement. All good stuff - but what does this mean for bus passengers and the UK bus industry?

Transport Focus has been

promoting the interests of bus users for nearly 10 years. A familiar complaint is that bus does not get its fair share of positive national public attention and funding. While that may be true, it does now beg the question: is the sector able to step out of the rail sector's limelight to make the most of this once-in-a-generation opportunity to improve bus services?

How does the sector collectively understand the views of current bus users, as well as those that will become the passengers of the future? How do we ensure valuable resources are spent on the right things to make bus better for current users and attract more users over the coming years?

Since 2009 Transport Focus has captured the views and experiences of over 400,000 bus passengers through the Bus Passenger Survey. The survey is now the largest, regularly published piece of bus research in the world.

Every year Transport Focus carries out the survey across England (outside of London) and, in more recent times, also covered



Transport Focus Chief Executive Anthony Smith at the launch of #GiveBusAGo

the views of bus passengers in both Scotland and Wales.

The Bus Passenger Survey has become the recognised measure of bus passenger satisfaction for bus operators, transport authorities and governments. Results are used to pinpoint and drive improvements for passengers with successes including initiatives to help run more reliable and punctual services, fare deals to improve value for money and enhanced customer service training for drivers.

Around half of passengers we

talk to say the bus is the only real means of transport available to them. So, passengers dependent on their bus will welcome hearing more about the Government's investment and what will be contained in any longer-term bus strategy. This sits alongside plans for major reform of the bus network in cities such as Greater Manchester as other major combined authorities look on across the north of England.

But what will make those who currently don't use bus consider giving it a go? From some soon-to-be-published research by Transport Focus, we know that 27% of non-users interviewed across England, outside of London, wouldn't mind making more journeys by bus. While this is an encouraging market to go for, how does the industry attract these people to actually try it out?

To inform this challenge, Transport Focus launched #GiveBusAGo in September. Initially working in the West Midlands, we recruited a group of people - 'Busketeers' - from the region. These people do not normally use the bus, and we asked them to feed back their experiences of their bus travels through an app. We will share their experiences of the benefits they found and improvements they thought were needed in a report out soon.

We shared their experiences in our report *Giving Bus a Go - campaign update*. They all found that using the bus changed the outdated perceptions they had of it. It wasn't ever going to be a solution to all their journey needs, especially where there was no direct service where they needed to go, but it was now one of the options they would consider.

In boiling down all we know from our research, passengers tell us that they want a frequent, punctual and reliable service that offers value for money. It's vital that bus services are built around passenger needs and that their views and aspirations, alongside the passengers of tomorrow, are at the heart of future investment and possible reform of bus services across our cities in the North of England. ■

STAY INFORMED AND **SAVE** MONEY



Do need to know what's going on, but have limited time to find out?
Let us do the hard work for you. Every fortnight, Passenger Transport's highly respected coverage keeps you informed about what's going on in your industry. We are the leading magazine for those who are interested in the new ideas and initiatives that are shaping the future of transport.

As an incentive to try this high quality service, we are offering a special **25% discount** on subscriptions – a **£35 saving** on a one-year subscription! But hurry, this **OFFER ENDS ON 31 March 2020!**

Subscribing is easy – there are two options:

1

call our subscriptions hotline **020 7749 6909**
and quote promotion code **NORTH2020**

2

visit www.passengertransport.co.uk/subscribe
and use promotion code **NORTH2020**

When it comes to news, comment and analysis, Passenger Transport offers something different. Try it, you won't be disappointed.

**PASSENGER
TRANSPORT**

NORTH OF ENGLAND TRANSPORT SUMMIT

transporttimes events

12th February 2020
etc Venues,
Minshull Street,
Manchester M1 3HU



Sponsors



Supporters



OUR SPEAKERS

Addressing the future of transport in the North of England

PAUL MAYNARD MP

*Northern Powerhouse
Rail Minister, Department
for Transport*



Paul Maynard was appointed Parliamentary Under Secretary of State at the Department for Transport on 26 July 2019. Prior to this he was Parliamentary Under Secretary of State at the Ministry of Justice from May 2019 to July 2019.

Previously a Government Whip (Lord Commissioner of HM Treasury), Paul was Parliamentary Under Secretary of State at the Department for Transport from July 2016 to January 2018.

He was first elected Conservative MP for Blackpool North and Cleveleys in May 2010.

Paul has responsibility within the following areas:

- Aviation (including Heathrow expansion);
- Northern Powerhouse Rail;
- HS2;
- TransPennine route upgrade;
- Crossrail; and
- East West Rail.

BARRY WHITE

*Chief Executive,
Transport for the North*



Barry White leads the development and delivery of Transport for the North's Strategic Transport Plan and provides strategic leadership to deliver the organisation's vision of a thriving North of England where modern transport connections drive economic growth and support an excellent quality of life.

White is accountable for the overall performance of Transport for the North, its integrity and activities.

DAVID SIDEBOTTOM

Passenger Director, Transport Focus



David Sidebottom has been with Transport Focus since January 2006 having previously spent over 11 years representing the needs and interests of energy consumers in the North West of England where he was Regional Director of Energywatch, the gas and electricity consumer council.

DAVID HOGGARTH

*Strategic Rail Director,
Transport for the North*



David Hoggarth is Strategic Rail Director at Transport for the North (TfN), England's first

Sub-national Transport Body. He oversees TfN's strategic rail programme as well as local input to the management of the Northern and TransPennine franchises. David has worked on the development and implementation of rail devolution in the North of England, including the progression of a Long Term Rail Strategy for the North of England which forms a major part of Transport for the North's Strategic Transport Plan - demonstrating how investment in transport infrastructure can drive economic growth, improve people's lives, and provide greater opportunities for people across the North.

David was previously the Director of Rail North, which merged with Transport for the North in 2018. Prior to this he was Director for Development at West Yorkshire Combined Authority and West Yorkshire's lead on rail strategy, services and projects. David has an MSc in Transport Planning from the University of Newcastle and his previous work experience includes spells with JMP Consultants and the City of York Council.

TIM SHOVELLER

*Regional MD North West
+ Central - Network Rail*



Tim Shoveller is Managing Director of Network Rail's North West and Central Region.

He started this role in June 2019 after moving from Stagecoach, where he was Managing Director of the group's rail division.

Previously, as Managing Director of South West Trains, Tim led the development of the Alliance working with Network Rail. Earlier in his career, he was Managing Director at East Midlands Trains.

Tim joined Stagecoach from Virgin Trains where, as Business Development Director and previously Operations Director, he played a key role in the success of Virgin West Coast. Earlier career highlights included roles as Operations Director at Midland Mainline, Wessex Trains and senior positions at Eurostar.

Tim has 25 years' experience in the rail industry, initially joining British Rail as a Guard at Guildford.

He is also a Fellow and Board Member of the Institution of Railway Operators and is passionate about developing people and skills within the industry. He is Chairman of the Railway Benefit Fund charity, which supports current and former employees and their families.

CLLR MARTIN GANNON

*Leader of Gateshead Council
and Chair of the North East
Joint Transport Committee*



Martin Gannon was elected as a member of Gateshead Council in 1984

and served in various roles including Deputy Leader for six years, before being elected as Leader of the Council in

May 2016.

Prior to this, Martin worked for the GMB Trade Union for 23 years undertaking a number of roles including Regional Officer, Head of Research, Health and Safety, and Media and Communications.

As Leader of the Council, Martin is involved in several national and regional bodies. He is Chair of the North East Joint Transport Committee and is a board member of North East Combined Authority, North East LEP, LGA City Regions Board and North Music Trust.

MAGGIE SIMPSON

Director General, Rail Freight Group



Maggie Simpson is Executive Director at the Rail Freight Group, the

representative

body for rail freight in the UK. Since joining in 2005 she has worked to promote growth in rail freight and to support member companies of the Group in their activities.

MARK THURSTON

CEO, HS2



As the CEO of High Speed Two (HS2) Ltd, Mark Thurston has the privilege and ultimate

responsibility for leading the company that has been charged with delivering a new high speed railway that will connect the major cities of the UK. The vision is for HS2 to be a catalyst for growth across Britain and become the backbone of Britain's rail network. It will better connect the country's major cities and economic hubs and help deliver a stronger, more balanced economy, better able to compete on the global stage. It will open up local and regional markets and will attract investment and improve job opportunities for hundreds of thousands of people across the whole country. HS2 Ltd began operations in January 2009. The company currently employs around 1,600 people, with the majority of staff working at its headquarters in Birmingham.

Mark joined HS2 Ltd in March 2017; he has some 30 years' experience including leadership roles in engineering, project and programme management and business operations. Having worked for client, consulting and delivery organisations, Mark has a successful track record across a mix of major organisations and investment programmes, and worked on both the London 2012 Olympics and Crossrail. He was previously the European MD of engineering and projects company CH2M.

Mark started his career as a Technician Apprentice on the London Underground. He is a Visiting Professor at the Bartlett school of Construction and Project Management at UCL and an honorary fellow of both the Association for Project Management and the Institution of Civil Engineers.

SAMBIT BANERJEE

Managing Director of Rolling Stock, Siemens Mobility Limited



Sambit Banerjee was appointed Managing Director of Siemens Mobility Limited's Rolling

Stock business in late 2019 after holding the position of Finance Director since 2013. A Chartered Accountant by training, Sambit started his career working for Siemens India Ltd. in various financial roles followed by several years in Corporate Headquarters in Munich. Prior to his current role at Siemens Mobility, Sambit held senior financial roles at several Siemens UK businesses including Siemens Logistics and Airport Solutions and Siemens IT Solution & Services.

HENRI MURISON

Director, Northern Powerhouse Partnership



As its first permanent Director, Henri Murison has established the Northern

Powerhouse Partnership as the business led organisation which convenes the North together.

From securing further investment to guarantee HS2 and Northern Powerhouse Rail would work together as an integrated high speed network, to challenging for a better deal for the most disadvantaged from the education system, Henri's team is focused on how Government, business and partners can drive the North's ambitions. Before joining the partnership, he worked in senior research and public affairs roles for the West Yorkshire Police and Crime Commissioner and Yorkshire Building Society, as well as previously serving as Cabinet Member for Quality of Life at Newcastle City Council.

CAROLINE DONALDSON

Managing Director, West Coast Partnership Development



Caroline Donaldson is Managing Director of West Coast Partnership Development, the

'Shadow Operator' for High Speed 2: designing, developing and mobilising high speed service operations and associated conventional services. Its goal is to maximise the benefits of the significant investment in high speed infrastructure.

Caroline joined FirstGroup as Bid Director, Rail in 2010, having previously held various positions across the transport sector, including senior positions at Network Rail and London Underground. She is a Chartered Accountant and holds a degree in Mathematics from Cambridge University and an MBA from Cranfield School of Management.

CLLR LIAM ROBINSON

Transport Portfolio Holder, Liverpool City Region Combined Authority



Liam Robinson is a Liverpool City Labour Councillor, who has represented the Kensington

and Fairfield Ward since 2008. He was elected Chair of Merseytravel in June 2012 and has subsequently been appointed Portfolio Holder for Transport for the Liverpool

City Region by Mayor Steve Rotherham and the Combined Authority. Merseytravel is the Liverpool City Region's delivery arm for transport.

Liam has key roles in strategic transport groups, including having been a founder Board Member of Transport for the North, Rail North and having chaired the City Regions Transport Special Interest Group.

Making public transport more affordable, particularly for young people, is a key focus for Liam. He has championed the introduction of reduced price bus fares for young people up to their 19th birthday, which has led to a 168% growth in young persons journeys. He has also lead the procurement of a brand new fleet of publicly owned trains for the Merseyrail regional rail network. These trains feature pioneering disability access features.

GRAHAM VIDLER

Chief Executive, CPT



Prior to joining CPT, Graham Vidler worked in a wide variety of roles in financial services, most

recently as Director of External Affairs for the workplace pensions trade body, the Pensions and Lifetime Savings Association. He has also worked as a researcher in both the House of Commons and the Scottish Parliament, led the policy team at Which? and, as Director of Communications, was a member of the start-up team which created the UK's largest pension scheme, NEST.

ROBERT DREWERY

Commercial Director, Optare



Robert Drewery has over 15 years of national and international sales and marketing

experience gained within the bus and commercial vehicle industries at a senior level.

Robert's career in the commercial vehicle and bus industry started with Leyland DAF where he gained extensive experience in both sales and

after-sales, followed by the role of business development director of the truck maintenance company, Pullman Fleet Services.

More recently Robert led the Wrightbus sales team to win a number of major UK and international contracts supplying Wrightbus products. Robert also oversaw the introduction and support of the New Routemaster.

Over the last 18 months at Optare, Robert has been focused on engaging with operators across the UK to the deliver an extensive demonstration programme for the new double deck product and extended range electric buses. He has also used his international sales experience to help expand Optare's presence in overseas markets, in particular Australia and South East Asia.

JONATHAN BRAY

Director, Urban Transport Group



Jonathan Bray has been the Director of the Urban Transport Group since 2008. He is also a visiting

senior fellow at LSE Cities, a Commissioner on the Commission on Travel Demand and a fellow of the Chartered Institute of Highways and Transportation.

Jonathan's career has been about developing progressive policies on transport and advocating effectively for them. This includes changing national policy for the better by being one of the leaders of the network which ended the hegemony of the roads lobby on national transport policy in the nineties through to winning better bus powers for transport authorities in 2017. He has also made the Urban Transport Group the place where the thinking happens on the future of urban transport as well as saved members of the group millions through finding more cost effective ways for them to work together.

Jonathan writes about new thinking on urban transport in a regular column in *Passenger Transport* magazine. He is also a Director of Good Journey CIC, a member of the Transport

Planning Society and a member of the UITP's Organising Authorities Committee.

CLAIRE HAIGH

Chief Executive, Greener Journeys / Executive Director, Transport Knowledge Hub



Claire Haigh is Chief Executive of Greener Journeys, a coalition of the UK's major

public transport groups committed to encouraging people to make more sustainable travel choices. She also chairs the Delivery & Impacts Independent Review Panel for the Government's Joint Air Quality Unit (DfT/Defra); is the Executive Director of the Transport Knowledge Hub; is a Director and the Vice Chair of the Low Carbon Vehicle Partnership; and has been a Board Member of Transport for Greater Manchester. Previously she was Project Director for Journey Solutions, where she was responsible for the creation, implementation and roll-out of PLUSBUS the first national multi-operator bus-rail ticket.

DAVID STONES

Network Planning Director, Highways England



David Stones is the Network Planning Director in Highways England

responsible for the strategic planning and development of the network. He has worked for Highways England and its predecessor for over 20 years, developing strategy, policy and technical standards through innovative research programmes focusing on road safety, technical and safety risk assurance, Intelligent Transport Systems (ITS), traffic modelling, scheme appraisal, environmental improvement, air quality assessment and asset, operational and Digital Roads development. David is a Chartered Engineer and a fellow of CIHT, ICE and CILT, with thirty years of experience in feasibility studies, design, project/programme management and implementation of complex transport initiatives, including six years overseas in the Far and Middle East. He has

experience of the planning and Development Consent Order process and preparation and evaluation of transport and environmental impact assessments and scheme appraisals to facilitate development, regeneration and economic growth.

NEIL CONNOR

Client Executive Transport Operators, Fujitsu UK



Neil Connor currently heads up Fujitsu's Transport Operator business across

the UK. Within this role Neil brings his depth and breadth of expertise working across both private sector customers in rail and bus alongside his work with the public sector and his relationship with the Department for Transport and other key stakeholder groups such as the Rail Delivery Group. A working technical and commercial knowledge of digitising transport infrastructure and operations as providers pursue more passenger-centric solutions.

Prior to joining Fujitsu,

Neil was seconded to the Department for Transport in their procurement team to design a group procurement operating model, ultimately gaining executive endorsement. Previously to this Neil gained experience from management roles leading a range of innovative partnerships and business development activities within BT Global Services, Syntegra and Digital Equipment Company.

TIM ROBERTS

Key Accounts Manager, Cubic



Tim Roberts leads on UK rail business development at Cubic. He has particular

emphasis on working with the Train Operating Companies and the Rail Delivery Group to realise the development and introduction of new technologies. Prior to Cubic, Tim comes from an aerospace background having worked in R&D in previous organisations and then moving into a business development and account management roles within QinetiQ for a number of years. ■

AGENDA

08:30-09:15

Registration

09:15-09:30

Opening Address

Paul Maynard MP, Northern Powerhouse Rail Minister, Department for Transport

09:30-10:00

Interview with: Barry White, Chief Executive, Transport for the North

Chaired by: David Sidebottom, Director, Transport Focus

10:00-11:10

Session 1: Transforming the North of England's Railways: the long term rail strategy to connect the Northern Cities
Chaired by: David Sidebottom,

Director, Transport Focus

■ *David Hoggarth, Strategic Rail Director, Transport for the North*
■ *Tim Shoveller - Regional MD North West + Central, Network Rail*
■ *Cllr Martin Gannon, Leader of Gateshead Council and Chair of the North East Joint Transport Committee*

■ *Maggie Simpson, Director General, Rail Freight Group*

11:10-11:30

Refreshment Break

11:30-12:45

Session 2: High Speed Rail: Connecting cities in the North of England to the rest of the UK

Chaired by: David Sidebottom, Director, Transport Focus
■ *Mark Thurston, CEO, HS2*

■ *Henri Murison, Director, Northern Powerhouse Partnership*
■ *Sambit Banerjee, Managing Director of Rolling Stock, Siemens Mobility Limited*
■ *Caroline Donaldson, Managing Director, West Coast Partnership Development*

12:45-13:45

Lunch

13:45-14:50

Session 3: Bus services in Northern England – the case for a long term investment strategy

Chaired by: Claire Haigh, Chief Executive, Greener Journeys
■ *Cllr Liam Robinson, Transport Portfolio Holder, Liverpool City Region Combined Authority*

■ *Graham Vidler, Chief Executive, CPT*
■ *Robert Drewery, Commercial Director, Optare*
■ *Jonathan Bray, Director, Urban Transport Group*

14:50-16:00

Session 4: Future of Mobility: Transforming travel and the areas we live in

Chaired by: David Sidebottom, Director, Transport Focus
■ *Claire Haigh, Chief Executive, Greener Journeys*
■ *Neil Connor, Client Executive Transport Operators, Fujitsu UK*
■ *Tim Roberts, Key Accounts Manager, Cubic*
■ *David Stones, Network Planning Director, Highways England*

BLACKPOOL TRANSPORT

Mental Health Awareness

Training Packages

At Blackpool Transport we have been successfully delivering Mental Health Awareness Training courses to our workforce of over 600 staff for the last 3 years.

We have refined our training offering to empower every employee with the knowledge and awareness to meet the needs of our customers, whilst also increasing self-awareness around their own wellbeing.

Our in-house **Dementia Champion** and **Mental Health First Aider** can deliver a range of short courses for your business.



"Blackpool Transport are leading the way with their disability awareness training"

Minister for Transport

Get in touch to see how we can help you to support your employees.

E: enquiries@blackpooltransport.com



Proud to support the North of England

Transport Summit 2020

Warrington's
own buses



When it comes to making journeys simpler **we're the smart solution**



At First Bus we're proud to have been the first major UK bus operator to achieve 100% contactless ticketing across our network. We're also delighted that our App is voted as the best of all the major, national bus operators on the iOS platform.

We're working with partners to make travel simpler and faster for customers through digital solutions including the roll-out of fare capping through 'Tap & Cap' technology.

First  **Bus**