

# BRTuk Annual Conference

## UK Bus Rapid Transit System a Common Standard?

Monday 30<sup>th</sup> November 2015

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# UK BRT - a Common Standard?

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## ◆ Bus Rapid Transit in the UK

- ◆ BRTuk is an organisation which is dedicated to promoting the benefits of BRT and provides information on how BRT can help deliver economic growth.
- ◆ BRTuk has overarching objective to provide a wider dissemination of information and knowledge base about BRT throughout the UK.
- ◆ BRTuk is currently developing a 'Education and Research' component of the organisation, with the purpose to enhance and educate BRT in the UK through commissioning of research.

# UK BRT - a Common Standard?

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- ◆ As part of the ongoing commitment to education and research BRTuk commissioned The Transportation Consultancy (TTC) to undertake a piece of research to develop a common standard of BRT for the UK.
- ◆ The aim of the research is to develop a common standard for UK BRT schemes to;
  - ◆ ***Provide for a more uniform delivery and method for quantifying the benefits of the UK systems.***
  - ◆ Comparable analysis of performance and patronage information in the UK
  - ◆ Better guidance to inform future UK BRT schemes on how to be successful and inform Government
  - ◆ Better placed to secure funding for BRT schemes.



# UK BRT a Common Standard?

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## ◆ Background on Bus Rapid Transit (BRT)

- ◆ Compared to traditional Mass Rapid Transit, BRT costs 30 – 60% less than light rail transit system.
- ◆ Flexibility to meet growing needs of population and expanding geography of cities.
- ◆ Catalyst for economic regeneration
- ◆ Quadrupling of kilometres of BRT systems over the last ten years
- ◆ Growth strongest in developing parts of the world.



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## ◆ Growth in BRT Schemes

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- ◆ Growth in BRT Schemes
  - ◆ Cambridgeshire KGB

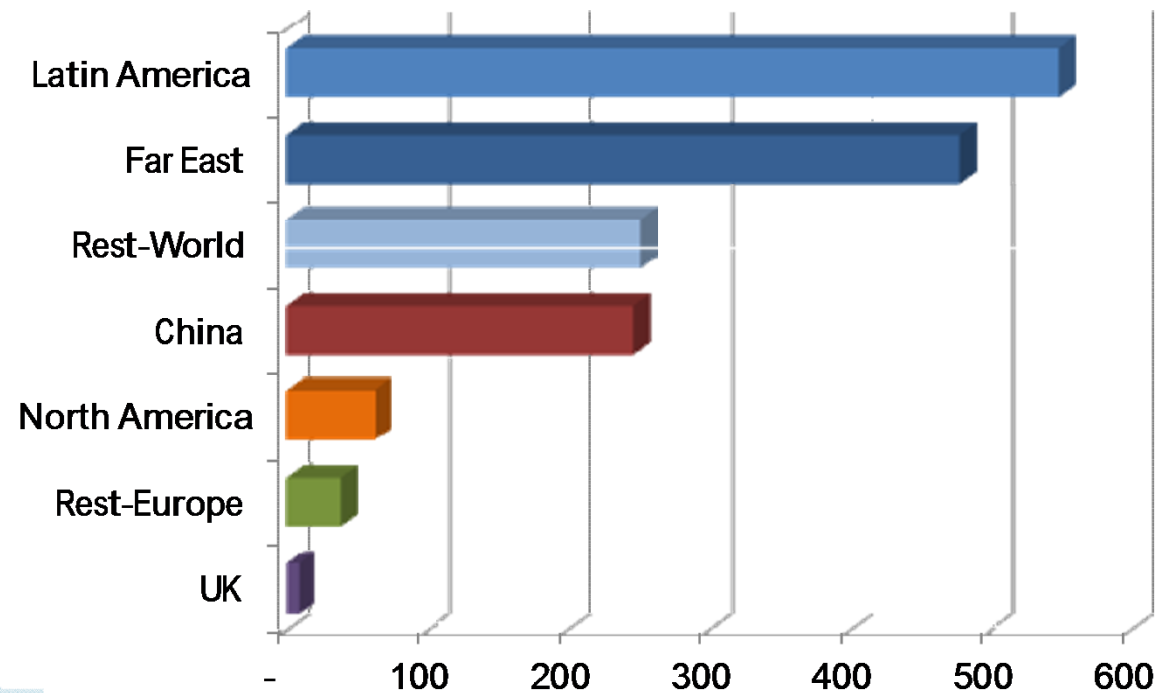


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Passengers / City / Day (000s, averaged)



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# UK BRT a Common Standard?

## Current UK BRT Schemes in operation

- ◆ Runcorn
- ◆ Leeds & Bradford
- ◆ Kent
- ◆ Crawley
- ◆ Hampshire
- ◆ Swansea
- ◆ Cambridgeshire
- ◆ Tyne and Wear
- ◆ East London
- ◆ Luton and Dunstable



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# UK BRT a Common Standard?



## ◆ ITPD BRT Standard

- ◆ BRT systems are classified globally by the standards set out by the ITDP.
- ◆ The standards are a common definition to ensure BRT systems deliver world class passenger experiences, significant economic benefits and positive environmental impacts.
- ◆ The BRT standards have been created as a way of protecting the BRT brand and offering recognition to high quality BRT systems around the world.
- ◆ Examination of the standards and scoring revealed that revealed that UK can not achieve greater than a 'Bronze' standard.
- ◆ As a result the ITDP standards are not appropriate for the UK BRT systems .



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# UK BRT a Common Standard?

## ITDP – Standards and Scorecard



Category	Sub Category	Scoring
BRT Basics	Busway Alignment	0 -7
	Dedication right of way	0-7
	Off-board fare collection	0-7
	Intersection treatments	0-6
	Platform-level boarding	0-6
Service Planning	Multiple routes	0-4
	Peak frequency	0-3
	Off-peak frequency	0-2
	Express, limited, and local services	0-3
	Control centre	0-3
	Located In top ten corridors	0-2
	Demand Profile	0-3
	Hours of operations	0-2
	Multi-corridor network	0-2
	Passing lanes at stations	0-4
Infrastructure	Minimizing bus emissions	0-3
	Stations set back from intersections	0-3
	Center stations	0-2
	Pavement quality	0-2
Station Design and Station-bus Interface	Distances between stations	0-2
	Safe and comfortable stations	0-3
	Number of doors on bus	0-3
	Docking bays and sub-stops	0-1
	Sliding doors in BRT stations	0-1
Quality of Service & Passenger Information Systems	Branding	0-3
	Passenger information	0-2
Integration and Access	Universal access	0-3
	Integration with other public transport	0-3
	Pedestrian access	0-3
	Secure bicycle parking	0-2
	Bicycle lanes	0-2
	Bicycle-sharing integration	0-1



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# UK BRT a Common Standard? ITDP – From this

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# UK BRT a Common Standard? To this .....



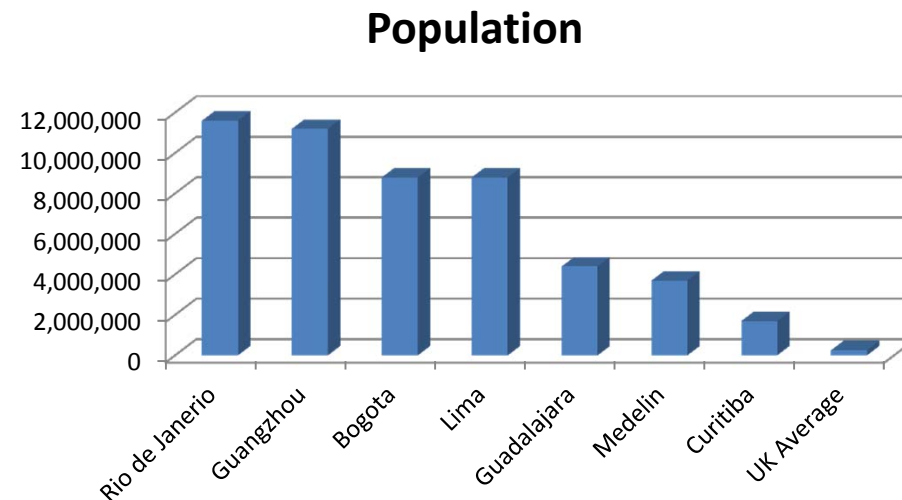
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## Why ITPD BRT Standard Isn't Applicable for UK Schemes

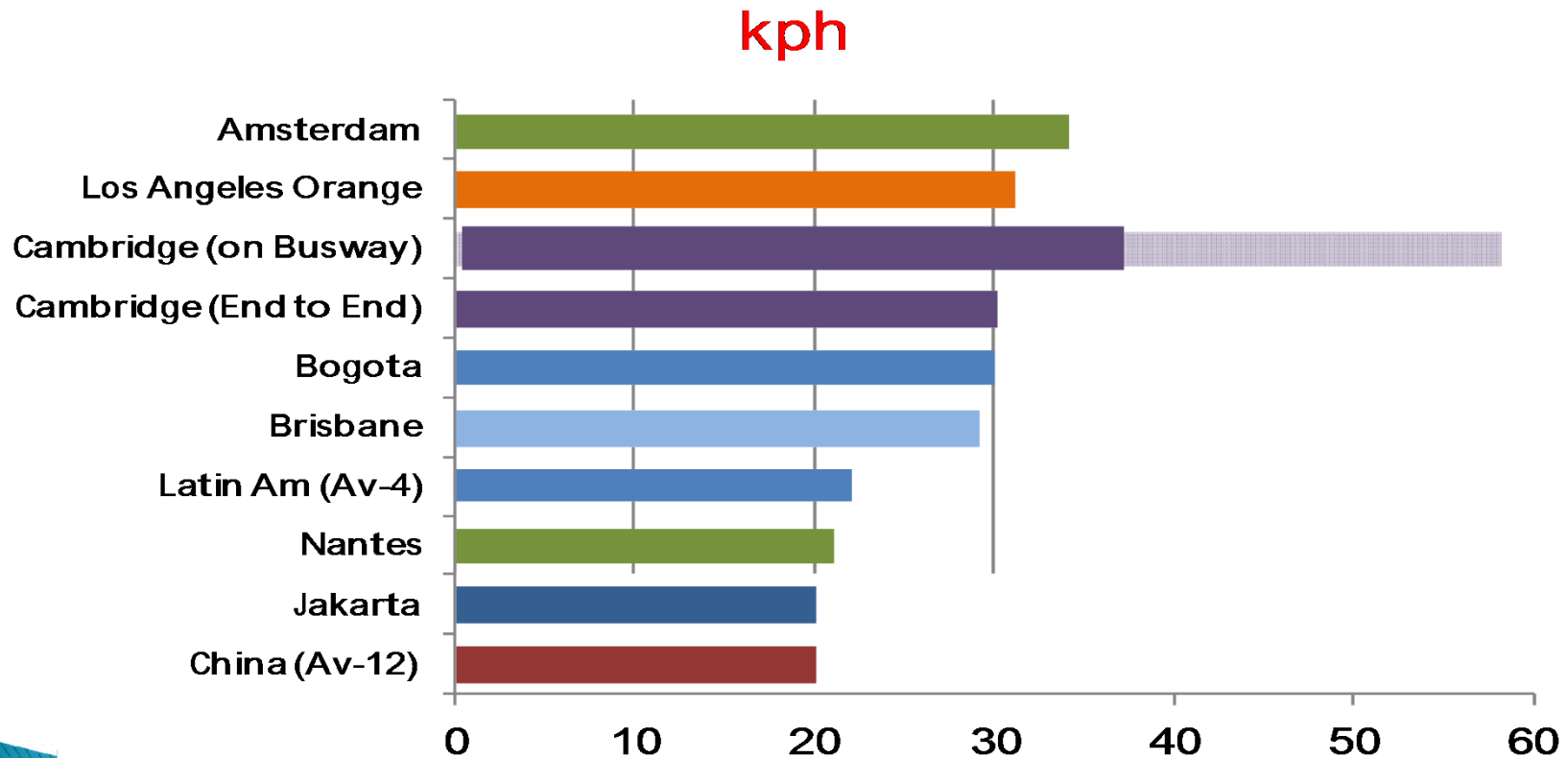
- Significant difference in demographics between cities which achieve 'gold' standard and BRT UK systems.
- The ITPD standards are geared towards developing countries.



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# UK BRT a Common Standard?

## ◆ New UK BRT Standard

- ◆ To create a BRT UK standard we adjusted the ITPD standards and removed the following elements from the scoring;

- ◆ Passing lanes at stations
- ◆ Centre stations
- ◆ Distance between stations
- ◆ Number of doors on bus
- ◆ Docking bays and sub-stops
- ◆ Sliding doors in BRT stations.

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BRT Basics	Busway Alignment	0-7
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Service Planning	Multiple routes	0-4
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	Located in top ten corridors	0-2
	Demand Profile	0-3
	Hours of operations	0-2
Infrastructure	Multi-corridor network	0-2
	Passing lanes at stations	0-4
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	Stations set back from intersections	0-3
	Center stations	0-2
Station Design and Station-bus Interface	Pavement quality	0-2
	Distances between stations	0-2
	Safe and comfortable stations	0-3
	Number of doors on bus	0-3
	Docking bays and sub-stops	0-1
Quality of Service & Passenger Information Systems	Sliding doors in BRT stations	0-1
	Branding	0-3
	Passenger information	0-2
Integration and Access	Universal access	0-3
	Integration with other public transport	0-3
	Pedestrian access	0-3
	Secure bicycle parking	0-2
	Bicycle lanes	0-2
	Bicycle-sharing integration	0-1



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## ◆ New UK BRT Standard

	ITPD	Proposed UK
Gold	85 – 100	65 - 80
Silver	70 – 84	54 - 65
Bronze	55 - 69	40 - 53
BRT Basic	Basic BRT refers to a core subset of elements that is deemed essential to the definition of BRT. This minimum qualification is a precondition to receiving a gold, silver or bronze ranking, yet a corridor may only qualify as Basic BRT.	

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## ◆ UK BRT Systems Scoring as part of New UK Standards

- ◆ Using the new UK standard, BRT schemes have been scored using the new standards;
  - ◆ Cambridgeshir/CGB = Gold Standard
  - ◆ Hampshire/Eclipse = Silver Standard
  - ◆ Crawley/Fastway = Silver Standard



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# UK BRT a Common Standard?

## ◆ New UK BRT Standard



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## ◆ Conclusions

- ◆ An agreed list of current BRT Schemes
- ◆ Identified elements of the characteristics for successful BRT UK BRT Schemes
- ◆ Development of a Draft BRTuk Standard
- ◆ Standard reacts sensibly to application on selected schemes
- ◆ Additional criteria for further consideration



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## ◆ Summary

- ◆ Provide a uniform delivery platform for BRT Systems
- ◆ Ability to quantify benefits of existing BRT Systems in the UK
- ◆ Compare performances
- ◆ Protect and Enhance BRTuk Brand
- ◆ Enable Government to understand and provide policy on BRT Systems
- ◆ Ability to place local authorities in a position to secure greater funding



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## Next Steps

- Setting up of a “BRTuk Technical Group”
- Agree and approve classification and scoring mechanism
- Agree and collate data requirements for all UK BRT Systems
- Undertake performance assessment and inform future BRT Schemes



# Thank You !!!!!!!!



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## ◆ Presentation Contents

- ◆ BRT in the UK
- ◆ What is BRT
- ◆ UK BRT Schemes
- ◆ Classification of BRT
- ◆ Comparisons
- ◆ Reframing standards for UK
- ◆ Further Research
- ◆ Conclusions





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