

Light rail and trams in the North West

Preston conference 13 June 2019

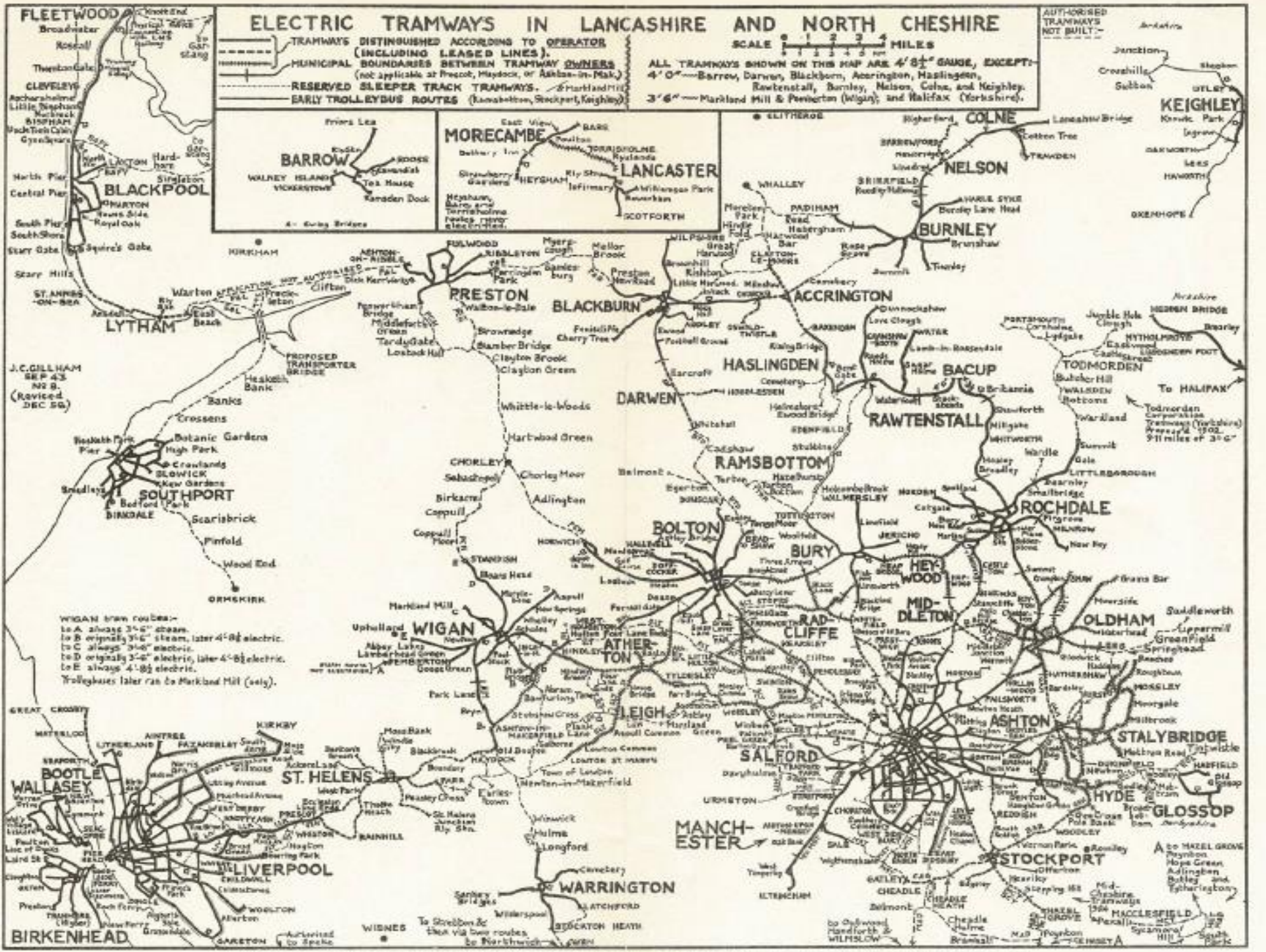
Tony Young

Light rail and trams in NW

- First generation tramways – Blackpool tramway
- Second generation tramways – Manchester Metrolink
- Potential for light rail – Liverpool, Preston, Warrington, etc
- DfT call for evidence
- The environmental imperative

Tramway systems in the North West

Traction	Horse	Steam	Petrol	Gas	Electric	Total
Number of systems	30	18	1	2	46	97
First opened	1860	1881	1912	1896	1885	
Last closed	1921	1909	1924	1908	Still open	



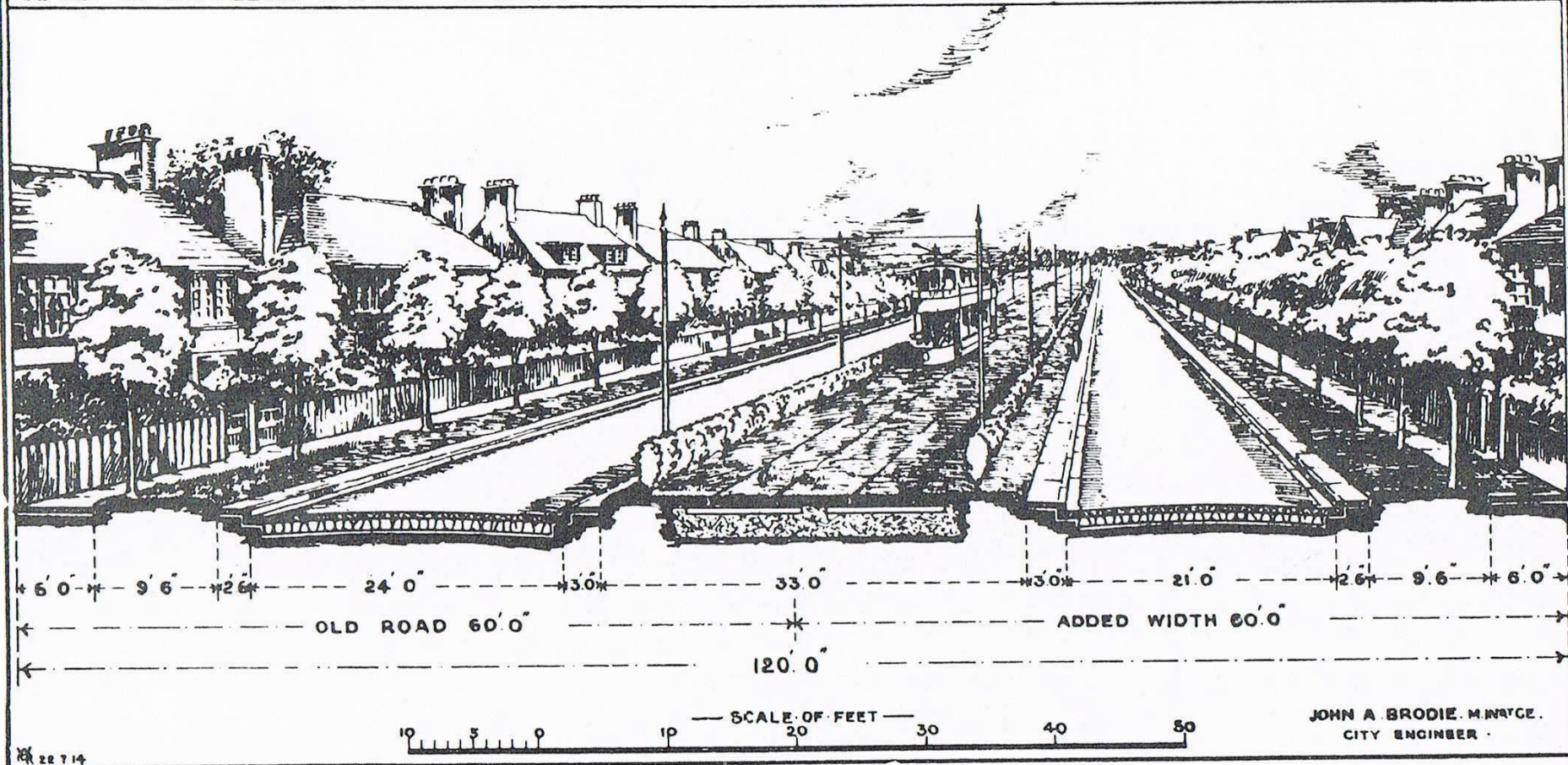
Demise of tramways in North West

- Tramways closed in 1920s 2
- Tramways closed in 1930s 19
- Tramways closed in 1940s 8
- Tramways closed in 1950s 2

Stockport closed 1951

Liverpool closed 1957

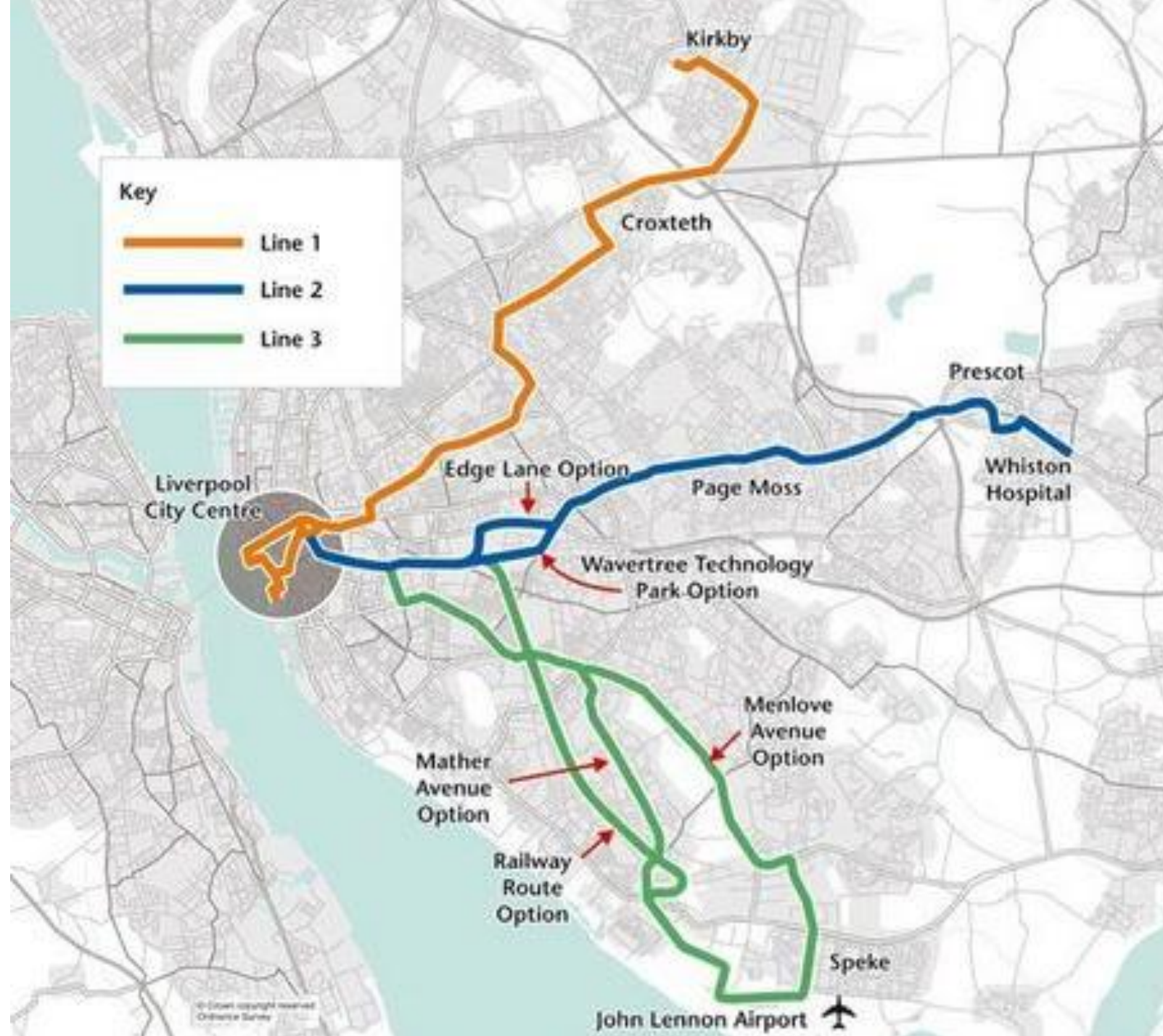
CITY OF LIVERPOOL. — CROSS SECTION OF 60.0' ROAD, WIDENED TO 120.0'.



Liverpool standard dual carriageway with tramway in central reservation.
John Brodie, City Engineer, 1914.



Liverpool streamline tram on John Brodie central reservation in northern suburbs.



LIVERPOOL

www.liverpool.co.uk

ECHO

REWARD
A world class city

39,146

FIRST

WEDNESDAY, NOVEMBER 30, 2005

40p

WANTED FOR £200m ROBBERY

**Butch Darling and
The Sundance Twigg**

THE ECHO today exposes these two men as the villains who robbed our city of £200m ... and are about to head for the hills with another £170m.

Alastair Darling (far left) is the government's transport secretary who turned his back on Liverpool's train scheme.

By IAN HUGHES

Justice MP David Young, one of his government ministers, is the sidekick who pulled the trigger for him. Butch Darling and the Sundance Twigg are collectively responsible for a disaster which has set Liverpool back years in its bid to become a truly world class city.

HOW HOLE-IN-THE-FUNDING GANG PULLED OFF GREAT TRAM ROBBERY - PAGES 4&5

2005

Alastair Darling MP scraps
Liverpool Trams,
(and Leeds
and South Hampshire
and Manchester
extensions)



April 27 1992, street running trams return to Britain.....

Metrolink - largest light rail network in UK

- 100km network
- 93 stations
- 120 trams +27 on order
- 42million passengers p.a.



Light rail scheme cost increases

2004 Cost* increase

South Hampshire	£214m	26%
Leeds	£500m	41%
Liverpool	£314m	38%

*public sector cost

All scrapped !

Highway scheme cost increases

March 2007 – March 2008

	2008 Cost	Increase
A21 Kippings Cross – Lamberhurst	£103m	158%
Handcross Warninglid widening	£69m	72%
A21 Tonbridge-Pembury	£112m	75%
M25 J16-J23 widening	£697m	41%
A5-M1 Dunstable Northern By-pass	£124m	158%
M1 J10-J13 widening	£601m	57%
M40 J15 Longbridge roundabout	£71m	25%
A14 Ellington-Fen Ditton	£944m	93%
M25 J27-J30	£583m	45%

None scrapped !

Potential market for lower cost light rail/trams

Aberdeen	East Lancashire	Milton Keynes
Barking	Edinburgh (u/c)	Newcastle upon Tyne
Bedford	Exeter	Norwich
Belfast	Gateshead	Nottingham
(Birkenhead)	Glasgow	Oxford
Birmingham	Gloucester	Plymouth
Blackpool	Guildford	Portsmouth/Fareham
Bournemouth	Kettering	Preston
Bradford	Kingston upon Hull	Reading
Brighton	Kingston upon Thames	Runcorn
Bristol	Lancaster	Sheffield
Cambridge	Leeds	Southampton
Cardiff	Leicester	Southend
Chatham	Liverpool	Stoke on Trent
Chelmsford	Llandudno	Sunderland
Chester	London-Croydon	Swansea
Cleveland	London - Docklands	Swindon
Corby	London - Cross River	Plymouth
Coventry	London – West London	Walsall
Crawley	London – Oxford Street	Watford
Dartford	Luton	West Midlands
Doncaster	Maidstone	Weymouth
Dundee	Manchester	Wimbledon
	Middlesborough	

LRT/tram 14, Bus 8, abandoned 6 (2 to bus), Nothing 43

Potential light rail and tram schemes in North West

- Manchester
 - Metrolink, only new generation system in NW
 - largest network in UK
 - Trafford park extension to open 2020
 - plans for more extensions and tram trains
- Blackpool
 - only remaining first generation tramway in UK
 - major upgrade in 2012
 - extension to Blackpool north under construction
 - more extensions studied, no proposals
- Liverpool
 - 98mile tramway, 30% reserved track, scrapped
 - guided trolleybus failed
 - Merseytram failed
- Warrington)
 - studies for tram and tramtrain
- Runcorn)
 - studies for tram and tramtrain
- Preston
 - tram scheme under development
- Chester
 - tram scheme in 1980s abandoned
- East Lancashire
 - no current plans, bus based systems
- Lancaster
 - proposals by University, no current plans



Light Rail (and other rapid transit solutions)

A Call for Evidence on the opportunities available to introduce new Light Rail Systems or other rapid transit solutions into towns and cities in England.

1. Foreword	4
2. Context	6
3. What is Light Rail?	8
4. The Opportunity, Benefits and Costs	16
5. Conclusions	22
6. Call for Evidence Questions	24
7. Follow Up	26
How to Respond	26
Next Steps	26
Freedom of information	26

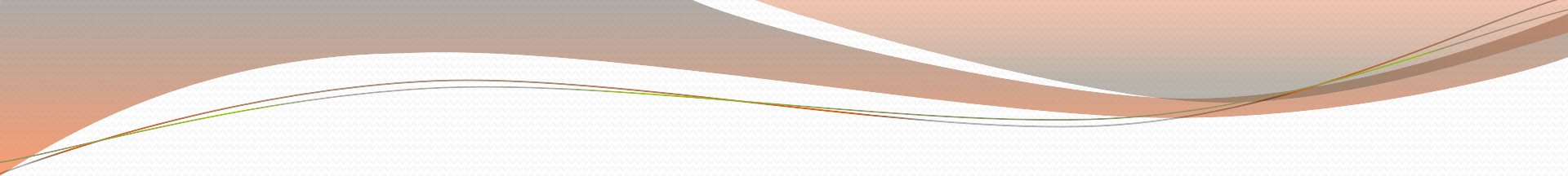
- Q1** What is the potential scale of the opportunity for further light rail (or other rapid transit) systems to be introduced in England?
- Q2** Is there an appetite for new systems to be introduced in our cities and towns?
- Q3** Is there evidence to support this appetite?
- Q4** What would the environmental, economic and congestion benefits be?
- Q5** What impact would it have on jobs?
- Q6** Does light rail open up new housing or business developments or improve the urban fabric of the area?
- Q7** What can we learn from the experience of other countries in adopting new systems?
- Q8** What issues have helped progress light rail schemes or acted as barriers to their development?
- Q9** What and where are the future opportunities here in England for new light rail systems or alternatives?
- Q10** What are the key issues that are preventing light rail schemes from being delivered?
- Q11** How can we deliver systems within a budget as has happened?
- Q12** What are the key lessons from Europe in progressing light rail and in what way are these different to the U.K.?
- Q13** What does the future of light rail look like with new generation transport schemes coming forward?
- Q14** How do you see light rail aligning with new initiatives such as autonomous vehicles; cycling and walking; and wider Mobility As A Service initiatives?
- Q15** How can promoters leverage funding from sources beyond central Government?

Other Rapid Transit System Alternatives

- Q16** Is there an appetite for considering Very/Ultra-light rail or Personal Rapid Transit as an alternative transport solution to light rail?
- Q17** What are the estimated costs of delivering such systems and the wider benefits on offer? Please provide evidence.
- Q18** Should such a system be a concept that is promoted?
- Q19** How would this system provide a positive contribution to the economic productivity and development of a city or town? Please provide evidence.
- Q20** What are the barriers for developing such systems, particularly those with elevated sections? For example, public acceptance, or environmental sensitivities?

Closing date: 19th May 2019 - you've missed it!

Results to be published within three months.



The environmental imperative.....

A new tramway era about to dawn ???