

Press Cutting

Client Greener Journeys
Date 13.09.15
Source Sunday Times

Points

driving@sunday-times.co.uk

Road hog

Peter Stokes thinks that because he pays "road tax" he is entitled to own the public highway ("Tax incentive", Points, August 30), so presumably he feels he also has primacy over cars that don't pay. Low-emission and electric cars are exempt, and a quarter of new cars pay no vehicle excise duty in their first year. How does he identify these freeloaders to exercise his rights over them?

David Bird, Gravesend

On the buses

Becky Barrow is justifiably upset after receiving a hefty penalty for a minor traffic infringement ("One false move into the bus lane - that's £130, please, madam", last week). But as a keen user of London buses, she will understand that the lanes are there for a good reason: there isn't enough space on our roads for all journeys to be made by car.

Of course, heavy-handed enforcement leads some drivers to suspect that bus lanes are cynical traps designed by money-grabbing officials. By introducing more bus lanes, however, councils could dramatically improve journeys for all road users.

Claire Halgh, Chief Executive, Greener Journeys, London WC2

this feature as owners might sue if the database was incorrect. I wish I'd kept my £100 Garmin, which did display the limit - and was provided with free updates.

Jan Lindsey, Tring, Hertfordshire

Sandwich filler

Dr Jonathan Bird describes a move by Sicilian drivers in which one vehicle passes another as a third, faster car squeezes between them ("Passing judgment", Points, last week). Having seen southern Italian driving, I suggest that this routine manoeuvre deserves an everyday name: *il tramezzino* - "the sandwich".

Pat Mason, Falkirk

Law unto themselves

Cyclists don't wear out the road surface where I live because they don't ride on it - they use the pavement, reading texts and never warning pedestrians of their approach ("Chain reaction", Points, last week). When it suits cyclists to use the road, they ignore traffic lights and one-way signs.

Martin Sexton, Norwich

Emergency dash

Recently I was "pushed" rather firmly into a bus lane by an ambulance (with sirens blaring). There was no comeback for me, but would the authorities have believed me if, by chance, the ambulance was not in the photo?

John Evans, Abingdon, Oxfordshire

Typecasting Jaguar

Dominic Tobin's suggestion that Jaguar was previously making "fusty cars" shows he is not old enough to remember or appreciate the era of "Grace, space, pace" ("The big cat bred to nurse your little cubs", last week). Jaguar made the D-types that won Le Mans, the fabulous XK120/140/150 series and the stunning E-type.

Jim Howard, Leicestershire

Time travel

The parking enforcement firm employees responsible for tampering with the time-stamps have been sacked, apparently ("Wardens doctored photos to ticket innocent drivers", News, last week).

Criminal prosecutions seem much more appropriate.

David Landers, Morpeth, Northumberland

Out of the picture

My husband recently received a penalty charge notice for an alleged bus lane infringement. He informed the council he had moved into the lane to allow an emergency vehicle to pass, but it did not cancel the penalty because no emergency vehicle was visible in CCTV camera evidence.

Jan Burgoyne, Bradford

Give me a brake, Mazda

Mazda: "Hello, we noticed at your recent service that your MX-5's brakes are 70% worn."

Me: "Wow, that's great news."

Mazda: "No, it's not - we recommend that you get new ones fitted to ensure your safety."

Me: "Why? The car's three years old. If there's 30% left, surely they'll last over a year."

Mazda: "We recommend that you change them."

Me: "Do you throw everything away when there's still 30% left? You must use a lot of shampoo in your house..."

Is the aim to sell people parts they don't need by making them think there is a safety issue when there clearly isn't?

Andrew Tillman, Kirkby Overblow, North Yorkshire

Personal loss

I thought that when I bought a numberplate with my initials on it from the Driver and Vehicle Licensing Agency (DVLA) 25 years ago, I would be able to transfer it to every vehicle I owned.

My car was stolen earlier in the year and is unlikely to be recovered; I cannot transfer my plate to my replacement vehicle. Instead, a year from the date it was stolen, I can apply to the DVLA to have the plate transferred - assuming that the insurance company has not recovered the car and sold the plate. How many people who invest in a personal numberplate realise that it belongs to the car and not to them? There's nothing personal about it.

Jim Scott, Sheffield

Head start

David Craggs wants his speedo on a head-up display ("Look to the future", Points, last week). Our excellent four-year-old Peugeot 3008 has this, with the added advantage that it can be switched to kph on the Continent.

Richard Davy, Oxford

Limited options

My new Range Rover Evoque has an expensive sat nav that does not display the speed limit. Land Rover told me it could not provide

Off message

While stationary in yet another M25 "congestion" queue, I was irritated to see the variable speed limit signs showing 40mph or 50mph. Do those in the control centre not use their cameras? Their idiotic messages - "Stay in lane", "Queue ahead" -

Registration update

I'M AFTER A
PAVEMENT BIKE

Press Cutting

Client Greener Journeys
Date 10.09.15
Source Government Business

Government
Business
www.governmentbusiness.co.uk



Bus infrastructure investment is invaluable, says research

ON 10 SEPTEMBER 2015. POSTED IN NEWS



Every pound spent on local bus infrastructure can generate up to £7 of benefits for local businesses, communities and the environment, a new study has suggested.

New research for Greener Journeys, a campaign which aims to get more people making sustainable travel choices, has found that investment into bus priority measures could also deliver up to 75 per cent less emissions per passenger per km.

The campaign claims that carefully planned bus lanes, busway schemes and better interchange systems would make for shorter and more reliable journeys and reduce congestion, which currently costs the UK economy £11 billion per year.

Claire Haigh, chief executive of Greener Journeys, said: "Decision makers have a huge opportunity to improve public transport, boost the economy and raise the quality of life for local people – all through a few bus priority measures which are cost-effective and simple to introduce."

Press Cutting

Client Greener Journeys
Date 07.09.15
Source LocalGov



Home Politics & Policy Human Resources Finance E-Government Transformation

Mark Whitehead 07 September 2015

Give buses more priority, say campaigners

Buses should be given greater priority on roads to help cut pollution and reduce journey times, according to transport campaigners.

A coalition of transport groups has called for wider adoption of a series of measures as part of a drive to raise awareness of the benefits of bus travel.

The Bus Priority Works campaign, supported by groups including Greener Journeys, the Campaign for Better Journeys and Transport for London, includes a new website showing the evidence for the benefits of bus priority measures.

The campaign says that targeted investment in bus priority measures typically generates £3.32 of net economic benefit for each £1 of cost incurred.

Bus journeys are made shorter and more reliable, encouraging more people to leave their car at home, reducing congestion which costs the UK economy at least £11bn per year.

Claire Haigh, chief executive of Greener Journeys, said: 'Decision makers have a huge opportunity to improve local transport, boost the economy and raise the quality of life for their constituents – all through a few bus priority measures which are cost-effective and simple to introduce.'

'Such measures will further enhance the key role that buses play in supporting vital economic activity and help local economies to grow.'



Press Cutting

Client Greener Journeys
Date 10.09.15
Source LocalGov



[Home](#) [Politics & Policy](#) [Human Resources](#) [Finance](#) [E-Government](#) [Transformation](#)

Sam Clayden 10 September 2015

Study reveals economic value of bus infrastructure

Every pound spent on local bus infrastructure can generate up to £7 of benefits for local businesses, communities and the environment, new research shows.

The study for Greener Journeys, a campaign that aims to get more people to use public transport, found that investment into bus priority measures could also deliver up to 75% less emissions per passenger per km.

Carefully planned bus lanes, busway schemes and better interchange systems would make for shorter and more reliable journeys and reduce congestion, the campaign says.

Claire Haigh, chief executive of Greener Journeys, said: 'Decision makers have a huge opportunity to improve public transport, boost the economy and raise the quality of life for local people – all through a few bus priority measures which are cost-effective and simple to introduce.'

[Transport](#) [Economic growth](#)



News

Lobby groups call for more to be done to reinvigorate buses

BUSES

by Rik Thomas

NEW RESEARCH carried out for the Greener Journeys lobby group by analysts at KPMG says that carefully planned bus priority measures, such as bus lanes, busway schemes and better interchange systems to speed up journeys, when implemented in the correct places and properly enforced, deliver significant local benefits such as cutting pollution and journey times.

By evaluating existing schemes across the UK, the study found that every £1 spent on local bus infrastructure delivered between £4.67 and £6.94 of benefits to users, non-users and the wider economy.

Other research carried out for Greener Journeys, this time by Peter White, Professor Emeritus of Public Transport Systems at the University of Westminster, also found that effective bus priority measures can deliver up to 75% fewer emissions per passenger per km.

These two findings are brought together in a new report by Greener Journeys, *Roadmap to*

Growth, which outlines the ways in which local decision makers and government can maximise the contribution of buses to society and the economy. "As responsibility is being devolved locally, the framework calls for the provision of enhanced and consistent guidance to local decision makers on the evaluation of transport schemes," Greener Journeys explains. "It also calls on the Government to sponsor evaluations of large and complex schemes and undertake evaluations of local bus schemes so that lessons are learnt and best practice shared."

The publication of the new research by Greener Journeys was part of the 'Bus Priority Works' campaign, a week-long exercise calling for the wider adoption of simple traffic measures that could cut pollution and journey times. The campaign brings together a coalition of national transport groups including Greener Journeys, Transport for London, the Campaign for Better Transport, the Confederation of Passenger Transport, pteg, and Bus Users UK.

London TravelWatch, meanwhile, has provided details of

what it plans to ask acting transport commissioner, Mike Brown, about TfL's plans to counter the impact on bus services of a growing population and economy at the organisation's board meeting next week.

"Bus reliability has improved dramatically over the last decade following numerous initiatives, including some very effective traffic management schemes," Stephen Lock, London Travel-Watch chair, said. "However, there are signs of some deterioration in reliability and too many services are too slow. Whilst we recognise what has been done over many years by TfL and the London boroughs to improve London's bus services, passengers want to see further improvement, with a rising population, a growing economy and ever more constrained traffic capacity. There are seven million journeys every day on London's buses, far more than any other mode of transport. They are the most efficient users of scarce road space, and there is an urgent need for continued expansion of bus priorities and innovation to ensure that bus services run smoothly."

ITS mooted to reduce carbon emissions

TELEMATICS

ITS EUROPE has published a new study on the potential contribution of intelligent transport system (ITS) measures to reducing carbon dioxide emissions from passenger cars.

According to the study, in-vehicle eco-navigation systems (dynamic navigation tools that

use real-time data to reduce fuel) have a 5-10% emissions reduction potential and eco-driving systems - which recognise driving behaviour and provide the driver with on-trip advice and post-trip feedback - can bring down emissions by 5-20%.

Regarding infrastructure, the two highest-potential measures,

ITS Europe said, are traffic signal coordination and parking guidance. "Giving drivers real-time advice on traffic signals and guidance to find a parking space could produce a further 10% savings in carbon dioxide emissions for equipped vehicles in the areas where these systems are deployed," the new study said.



Greenwood
transport se
Nottingham South
wood (pictured) ha
appointed shadow
tary by the new lea
Party, Jeremy Corb
motion for Greenw
shadow rail minist
previous leader, Ed

Kahn is Labour mayoral candidate

Sadiq Khan, who was shadow transport secretary Ed Milliband, has been selected as the Labour candidate for London mayoral election next year, winning with almost 50% of the vote. Well-known transport commentator Christian Khan, who was also standing, came fifth (out of six) with just over 10% of the vote.



Conway Tra

Chris Conway (pictured) has been appointed to the post as group director of Translink, the Northern Ireland public transport operator. He was previously managing director of Steel's sales and distribution in Ireland; previous vice president of operations in Europe for Nortel and former director of Nortel (Nortel Networks).

Higham joins SYSTRA

SYSTRA has appointed Steve Higham as engineering director for the UK and Ireland. He will lead SYSTRA's operations in the UK and Ireland, including HS2 and will be responsible for projects including Edinburgh and London's Crossrail. He joins SYSTRA from Atkins, where he began his career as a civil engineer in 1997.

Plummer to run RDG and ATOC

Paul Plummer, group strategy director of Network Rail, has been appointed chief executive of the Rail Delivery Group Association of Train Operating Companies (ATOC). He will take up his post in November, succeeding Michael Roberts, who has been down from the role. Plummer joined Network Rail in 2009 and has been responsible for planning the development of the business, business planning, the interface with government and regulation. He has been one of the two Network Rail directors since its inception in 2011.

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ISSUE 117 11 SEPTEMBER 2015

NEWS, VIEWS AND ANALYSIS FOR A SECTOR ON THE MOVE

Every £1 spent on bus lanes returns up to £7

New research for Greener Journeys shows that bus priority measures offer significant benefit to local businesses, communities and the environment

Every pound spent on local bus infrastructure can generate up to £7 of benefits, according to new research from Greener Journeys.

New research for the campaign group by independent analysts at KPMG found that bus priority measures, such as bus lanes, busway schemes and better interchange systems to speed up journeys, when implemented in the correct places and properly enforced, deliver significant local benefits such as cutting pollution and journey times.

By evaluating existing schemes across the UK, the study found that every £1 spent on local bus infrastructure delivered between

£4.67 and £6.94 of benefits to users, non-users and the economy.

New research by Peter White, professor emeritus of public transport systems at the University of Westminster, for Greener Journeys meanwhile found that effective bus priority measures can deliver up to 75% fewer emissions per passenger per km. Bus journeys are made shorter and more reliable, encouraging more people to leave their car at home. This has a corresponding reduction in congestion, which costs the UK economy at least £11bn per year.

The findings are brought together in Greener Journeys' 'Roadmap to Growth', a new

framework which outlines the ways in which local decision makers and government can maximise the contribution of buses to society and the economy.

The roadmap was launched this week in London at an event attended by transport minister Andrew Jones. The research is the highlight of the week-long 'Bus Priority Works' campaign, which is backed by an unprecedented coalition of national transport groups that includes Greener Journeys, Transport for London, Campaign for Better Transport, Confederation of Passenger Transport, PTEG, and Bus Users UK. ■

NEW BEGINNING AT NEWTON AYCLIFFE

£82m train assembly plant opens in County Durham

Hitachi Rail Europe last week opened its new assembly plant at Newton Aycliffe in County Durham.

The £82m facility will employ 730 workers assembling Intercity Express trains that will be introduced on the Great Western Main Line from 2017.

"We have brought train design and manufacturing back home to its birthplace," said Hiroaki Nakanishi, the chairman and CEO of Hitachi. ■



Members of the Hitachi Rail team at Newton Aycliffe

NEWS

Go-Ahead delays £100m bus profit goal

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There's nothing great about Great Northern

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NEWS

Every £1 spent on bus lanes returns up to £7

by PASSENGER TRANSPORT on Sep 10, 2015 · 4:06 pm

No Comments

New research for Greener Journeys shows that bus priority measures offer significant benefit to local businesses, communities and the environment



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“Have we ever had a campaign amongst bus passengers for more bus priority?” David Begg

Mobilise bus users to win priorities - Begg

Bus companies won't 'shift the dial' on their own

POLITICS

► The case for reallocating roadspace in favour of buses will never gain real momentum unless it is put forward by bus passengers, according to transport expert David Begg.

The former chair of the Commission for Integrated Transport was speaking at the launch of the *Roadmap for Growth* from Greener Journeys in London last week. The new report makes the case for investment in bus infrastructure.

Begg “carries the scars” from implementing bus priority measures in Edinburgh when he was the city’s transport convenor 20 years ago. Although he felt it was the right thing to do, he said “if I was a politician looking for my own political advancement I wouldn’t do it, because it was hard, it was tough”.

He heard regularly from

cyclists, rail users and motorists, but: “nobody ever came along to my surgery as a councillor and asked for bus priority”.

He added: “How can we make it more popular for [politicians]? To expect the politician to do something which is not popular is like asking a bus company to do something which doesn’t earn them money.”

Begg contrasted the situation with the highly effective campaign for improved cycling infrastructure in London.

He said: “You’ll get quite influential politicians including the mayor who’s on a bike, you get editors of key newspapers like *The Times* who are on a bike - they view the problem from a cyclist’s perspective. Which key

“Nobody ever came along to my surgery and asked for bus priority”

decision makers are viewing the problem from a bus passengers perspective? Hardly any.

“The one thing I think we’ve got to do ... is mobilise bus passengers. Have we ever had a campaign amongst bus passengers for more bus priority?”

While contributions from academics and consultants highlighting the benefit of bus infrastructure investments are helpful, he said their input would not make a real impact.

He added: “If it’s left to the bus companies to make the case for bus priority it isn’t going to shift the dial because people say ‘well they would say that because they’ll make more money if they do it’.”

Begg pointed out that buses had been absent from the debates among the candidates to become the next mayor of London.

“No one will say ‘which of you candidates are going to try and get more bus priority in London?’” he said. “No one is going to ask that question, how do we get them to ask that question?” ■

OPERATORS MUST ENGAGE WITH LEPS

‘There is great scope for improvement’

INVESTMENT

► Bus operators are failing to engage with Local Enterprise Partnerships, leaving them without influence over local infrastructure investments, according to Hilary Chipping, acting chief executive at the South East Midlands LEP.

Chipping addressed a launch event in London last week for the new *Roadmap for Growth* report

from Greener Journeys. The report highlights the high rate of return achieved by investments in bus infrastructure. She was asked whether bus companies were doing enough to engage with LEPS.

“I think at the moment there is great scope for improvement ... I’m not sure that bus operators have quite realised in all areas, certainly not in my area, the importance of working with LEPS.”

Asked what bus operators should do, she responded: “Come and see me. Most LEPS will have a transport group. I have two groups.” ■

LONDON NEEDS BUS PRIORITY

‘There are signs of some deterioration in reliability’

PASSENGERS

► London TravelWatch asked London’s acting transport commissioner Mike Brown about Transport for London’s plans to counter the impacts on bus services of a growing city, alongside reducing traffic capacity, at its board meeting this week. “There are signs of some deterioration in reliability and too many services are too slow,” the watchdog said. ■

URBAN REALM THREAT TO BUSES

Improvements are ‘chipping away’ at buses

INFRASTRUCTURE

► Improvements to the urban realm in London and other cities are “chipping away” at the viability of bus services, Transport for London’s surface transport boss Leon Daniels has warned.

Speaking in London last week at the launch of Greener Journeys’ *Roadmap for Growth* report on the effectiveness of bus infrastructure investments, Daniels warned of a “tipping point” for buses. “If reliability becomes too poor and if journeys become too slow, passengers leave at some speed and then we get into a terrible decline,” he said.

He continued: “Across the country there are big improvements to the urban realm. There’s a huge initiative, quite rightly, on walking and cycling ... making [our cities] greener, making them nicer for people to walk in and sometimes the aggregate effect of all of those changes is to chip away at bus reliability and the convenience of bus stops and interchanges.”

Daniels said that London’s skyline currently has more construction cranes than Shanghai, and he is aware that all these new buildings will bring extra demand for travel. He said Transport for London would invest £200m in bus priority measures over the next decade.

However, he pointed out that 80% of London’s buses are on roads where the local authority is the highway authority, and they lack resources. “Whilst we have tremendous working relationships with local authorities - they are all to some extent or another very pro-public transport and making things better for bus passengers - it’s very clear to me across the country that local authorities are painfully thin in terms of resource to plan and to deliver schemes that involve bus priorities.” ■

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You are here: Home » News » Industry news » **Greener Journeys: Investment in bus infrastructure can cut pollution and deliver economic gain**

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Greener Journeys: Investment in bus infrastructure can cut pollution and deliver economic gain

11 September 2015 • Author(s): Katie Sadler, Digital Content Producer, Eurotransport

New research commissioned by [Greener Journeys](#) by analysts KPMG LLP has revealed investment into local bus infrastructure can deliver clear economic benefits and cuts pollution.

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Video: How would you change the Bus Stop?



The case for investment in London's bus network



The study found carefully planned bus priority measures, such as bus lanes, busway schemes and better interchange systems to speed up journeys, when implemented in the correct places and properly enforced, deliver significant local benefits such as cutting pollution and journey times. The research discovered for every pound spent on local bus infrastructure can generate up to £7 of benefits for local businesses, communities and the environment.

By evaluating existing schemes across the UK, the study found that every £1 spent on local bus infrastructure delivered between £4.67 and £6.94 of benefits to users, non-users and the wider economy.

Further new research carried out by Peter White, Professor Emeritus of Public Transport Systems at the University of Westminster, for Greener Journeys found that effective bus priority measures can deliver up to 75 percent fewer emissions per passenger per km. Bus journeys are made shorter and more reliable, encouraging more people to leave their car at home. This has a corresponding reduction in congestion, which costs the UK economy at least £11 billion per year.

Greener Journeys launches new research calling on the Government to issue guidance on how bus infrastructure can promote local economic growth

Greener Journeys have developed a new framework, Roadmap to Growth, outlining the ways in which local decision makers and Government can maximise the contribution buses to our society and economy. Greener Journeys state 'As responsibility is being devolved locally, the framework calls for the provision of enhanced and consistent guidance to local decision makers on the evaluation of transport schemes. It also calls on the Government to sponsor evaluations of large and complex schemes and undertake evaluations of local bus schemes so that lessons are learnt and best practice shared.'

Greener Journeys' Roadmap to Growth is due to launch at a dedicated event for local and national decision makers, where there will be a keynote speech from the Minister for Transport, Andrew Jones MP. The launch is also part of the wider Bus Priority Works campaign calling for the wider adoption of simple traffic measures which could cut pollution and journey times.

Claire Haigh, Chief Executive of Greener Journeys, said: "Decision makers have a huge opportunity to improve public transport, boost the economy and raise the quality of life for local people – all through a few bus priority measures which are cost-effective and simple to introduce. This new research demonstrates the vital role played by local bus infrastructure, in keeping communities connected and keeping people moving."



Gothenburg launches first electric bus route

Also see...



Whitepaper: Importance of Computing Health Management in Transportation Systems



Bus Rapid Transit in Europe

Hilary Chipping, Head of Infrastructure at the South East Midlands Local Enterprise Partnership (SEMLEP), added: "Investment in bus priority measures is an essential element in improving infrastructure to enable businesses to grow. As buses become more reliable then more people will be willing to use them to access jobs and services. This reduces congestion, improves the environment and allows local economies to grow more quickly."

Claire Haigh, Chief Executive of Greener Journeys, talked to *Eurotransport* about the recent 'Catch the Bus Week'. The full article can be viewed [here](#).

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Client Greener Journeys
Date 16.09.15
Source routeone

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LEO



| 'Bus priority works'

0

BY TARA LEPORE ON SEPTEMBER 16, 2015

INDUSTRY

A conference held by Greener Journeys for the 'Bus Priority Works' campaign has highlighted the value of investing in 'simple' bus infrastructure for the wider economy.

Greener Journeys partnered with KPMG to create an 81-page report evaluating three examples of bus priority measures in place around the UK, at an event held at the Institute for Mechanical Engineers last week.

Greener Journeys CEO Claire Haigh led the panel of leading industry figures, including Buses Minister Andrew Jones MP, who recognised "the progress in the industry that deserves real credit."

He added that the 31,000-word report made a “compelling case for investing in bus infrastructure,” with every £1 invested generating £3.82 back to the economy.

The report, available online, investigates the benefits of bus priority measures in case studies on two core routes linking Horley, Gatwick Airport and Crawley; a new fully-enclosed bus station in Mansfield with a connecting footbridge to the railway station; and South East Hampshire’s sub-regional public transport network.

Mr Jones also invited local authorities to bid for the £5m Clean Bus Technology Fund, with grants up to £500,000 on offer (see p6-7). Hilary Chipping, Head of Infrastructure for South East Midlands LEP, said it was difficult to apply for such funding in regions with a mixture of urban and rural areas, where the air quality is not necessarily poor throughout.

Also on the panel was Kevin O’Connor, MD for Arriva UK Bus, who stressed the focus needed on partnerships between operators and local authorities.

The panel also discussed how to get key decision makers viewing bus priority measures from the industry’s perspective, and getting passengers themselves to speak up and take action.

Leon Daniels, Managing Director for Surface Transport at Transport for London, said: “The industry sees itself as a retailer, but in the eyes of the consumer – buses are a utility. How do we get bus priority to the top of the agenda?”

Greener Journeys has partnered with the Campaign for Better Transport, Confederation of Passenger Transport, Pteg, Bus Users UK and Transport for London for the ‘Bus Priority Works’ campaign – the first time a coalition of this size has come together to support bus priority measures at a national level.

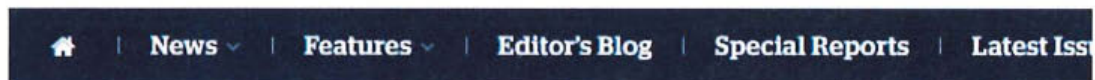
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Bus priority's economic benefits

Posted by [Bus & Coach Buyer](#) on Wed 16th September 2015 - 09:42AM | [0 Comments](#)

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Every pound spent on local bus infrastructure can generate up to between £4.67 and £6.94 of benefits for local businesses, communities and the environment, according to a report commissioned by Greener Journeys. Carried out by independent analysts at **KPMG LLP**, the study found that carefully planned bus priority measures, such as bus lanes, busway schemes and better interchange systems to speed up journeys, when implemented in the correct places and properly enforced, deliver significant local benefits such as cutting pollution and journey times.

Further new research for Greener Journeys carried out by Peter White, Professor Emeritus of Public Transport Systems at the University of Westminster, also found that effective bus priority measures can deliver up to 75% fewer emissions per passenger per km. Bus journeys are made shorter and more reliable, encouraging more people to leave their car at home. This has a corresponding reduction in congestion, which costs the UK economy at least £11bn per year. The findings are brought together in Greener Journeys' Roadmap to Growth, a new framework which outlines the ways in which local decision makers and Government can maximise the contribution of buses to our society and economy. As responsibility is being devolved locally, the framework calls for the provision of enhanced and consistent guidance to local decision makers on the evaluation of transport schemes.

A Roadmap to Growth will be launched at a dedicated event for local and national decision makers, where there will be a keynote speech from the Minister for Transport, Andrew Jones MP. Following this, there will be a panel discussion with Kevin O'Connor, MD UK Bus, Arriva; Leon Daniels, MD Surface Transport, TfL and Hilary Chipping, Head of Infrastructure, South East Midlands LEP.