

Planning Public Transport



Overview

High quality public transport plays an essential part in ensuring the mobility of those without access to cars, and tackling adverse side effects of cities' and towns' dependence on the car such as traffic congestion and carbon emissions. The course will focus on the bus market in the UK, and the role of public transport service planners and operators in providing effective public transport services, including recent changes in government policies.

This two-day course provides a practical guide to the market served, costing, operations planning, demand forecasting and economic appraisal methods for the development of public transport services. The course includes a 'hands on' exercise, using given data for an expected demand level, vehicle costs, round trip times, etc. to estimate total and unit costs of producing a bus service.

Learning outcomes

On completion of the course, delegates will:

- Have a good knowledge of the techniques used in operations planning including scheduling, route and network planning, strategic planning, economic appraisal and forecasting in public transport
- Be acquainted with methods which have significant potential for improving the effectiveness of public transport planning
- Be acquainted with traditional operations and service planning, including scheduling procedures, and new approaches
- Have access to a range of practical methods for day to day planning work in the transit industry
- Have a better understanding of the roles and perspectives of the disciplines encompassed by modern public transport planning

Who should attend

The course is designed for planners and managers in the industry, national, regional and local government, and consultants who deal with short range public transport planning and operations. No advanced knowledge in mathematical methods or computers is required, although a working knowledge of commonly-used spreadsheets (such as Excel) would be useful. It will also be of benefit to practicing public transport professionals or those engaged in the transport planning sector.

Topics covered

- Urban public transport market structure
- Changes in government policy toward public transport
- Data sources on ridership, especially the use of smartcard data
- Scheduling and costing of services
- Service quality
- Demand forecasting
- Financial and economic appraisal and project evaluation

Programme*

Introduction and objectives

Public Transport Market Structure and Trends

From sources such as operator data and NTS. Variations by mode (bus, rail, taxi) and market sector. Recent changes, especially those arising from health and economic disruptions.

Cost structures and cost allocation methods

Indicators of transport provision and use

BREAK

Measuring Usage of Public Transport Systems

Especially use of smartcard data. Inference of O&D patterns, user trip rates, distribution by time of day. Relationships with traditional data collection methods.

Network Planning Issues

Including determination of service frequency and running times. Role of accessibility on foot, and stop/station spacing. London approach versus deregulated commercial network. Variations by time period.

BREAK

Indicators of Service Quality and Reliability

Interactive Exercise

Using given data for an illustrative urban bus service, to calculate resources required, costs, and effects on demand of changes in service frequency. This uses a standard spreadsheet such as 'Excel.' Guidance will be provided as required.

DAY TWO

Factors Affecting Demand

Especially car ownership and other external factors. Impacts of service frequencies and fare levels on demand. Generalised cost. Elasticity concepts and values. Monetisation of Benefits. Effect of marketing and branding.

BREAK

Effects of service quality

'Soft' versus 'hard' factors. Market segmentation and alternative pricing approaches. Marketing techniques, including individual approaches. Demand-responsive services.

Financial and Economic appraisal in public transport

Based on HM Treasury 'Green Book' guidance and DfT's 'TAG' guidance. Concepts of 'value for money', 'best value', and comparisons for uses for public money. 'Soft factors' and the 'new Green Book'. Wider economic effects.

BREAK

National Bus Strategy

With a focus on enhanced partnerships and franchising issues and local authority roles. Bus Services Act 2017 powers. The 'Manchester case'. Criteria for monitoring outcomes.

Close

* Please note that this is a preliminary course programme and is subject to change

Planning Public Transport

Course Name & Location		
Title	First Name	Surname
Position		
Organisation	Department	
Email		
Telephone		
Address		Postcode
Dietary or access requirements		

Attendance Fees (Please write amount)

Standard Rate _____ + VAT

CILT/Local Authority/Charity Rate _____ + VAT

Method of Payment

Card Number CSV Code Expiry Date

Card Holder's name and address (if different from above)

Postcode Purchase Order Number

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Please attach a copy of your purchase order made payable to PTRC

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Date

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Terms & Conditions

1 Registration Form Applications should be made on the official registration form. Photocopies are accepted. One form should be completed for each delegate attending the event. It is important that all sections are completed legibly. Delegates are advised to retain a copy of the registration form for reference before sending. **2 Fee** Fees include attendance at lectures, lecture notes, lunch and all refreshments unless otherwise indicated. Fees do not include overnight accommodation, breakfast and evening meals unless stated. **3 Acknowledgement** Receipt of a registration form will be acknowledged by email, delegates will be sent an invoice and an email of acknowledgement. Joining instructions, including a map, will be sent to each delegate by email approximately one week before the start of the event. **4 Payment** Unless otherwise stated payment in full must be made at the time of booking. All prices are exclusive of VAT, unless stated otherwise. **5 Cancellation** All cancellations, or alterations to a booking, must be received in writing. To avoid cancellation penalties, substitutes will be accepted at any time, if notified in writing and in advance of the event. Adjustments in fees will be made if there is any change in fee category. Cancellations received in writing up to 7 days before an event will be subject to an administration fee of £75 + VAT or the event delegate fee whichever is the lower. Cancellation within 7 days of the event date or a 'no show', will be liable for the full fee. **6 Disclaimer** PTRC reserves the right to vary the programme and to cancel an event if it is under subscribed or for any other reason. In the event of cancellation, where reasonably possible, PTRC aims to give delegates at least one week's notice and the fee will be refunded in full. PTRC will not be held liable for any pre-booked travel, accommodation or similar costs incurred under any circumstances whatsoever. **7 Data Protection** Details will be held on a database in accordance with the 1998 Data Protection Act. Information will be used for internal marketing purposes only and will not be shared with any external organisations.