

South Yorkshire's state of the art tram system.
Super Value Travel Everyday.

How the Tram System has Enhanced Sheffield

Tim Bilby
Stagecoach Supertram



 Stagecoach

SUPERTRAM

History

- 1960 - Sheffield's traditional tramway ends
- 1970s - transportation study first suggests a light rail system
- 1980s - continued development of proposals and approvals
- 1991 - construction begins on the new tram system
- 1994 - first line opens City centre to Meadowhall
- 1995 - full construction completed
- 1997 - Stagecoach Supertram agreement to operate to 2024

 Stagecoach

SUPERTRAM

Sheffield Before and After



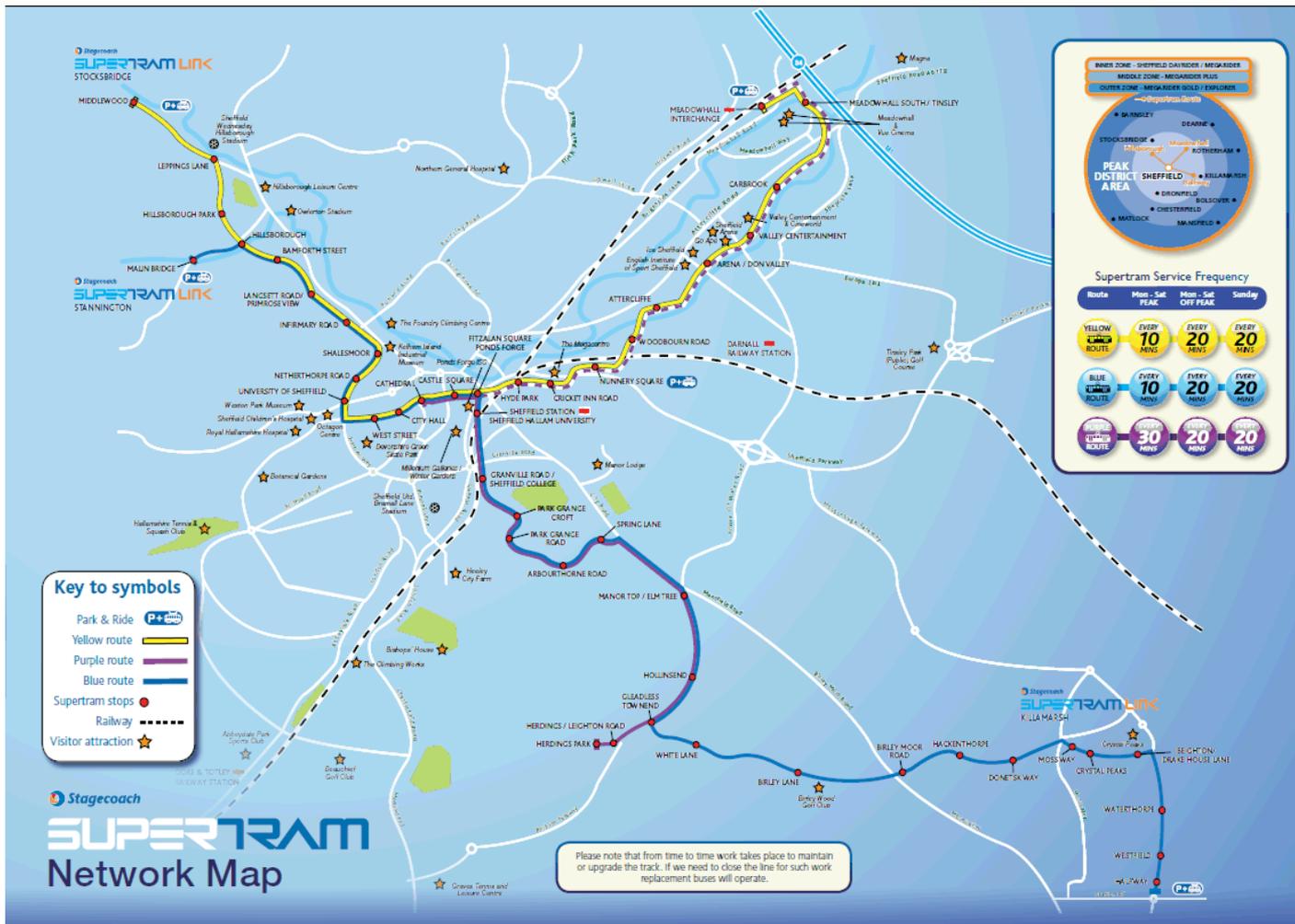
 Stagecoach

SUPERTRAM

Statistical Overview

- 25 trams
- 18 miles of track
 - 54% embedded or “street running” rail
- 48 tram stops
- 15 million passenger journeys pa
- 1.5 million vehicle miles pa
- 306 staff

System Geography



Stagecoach

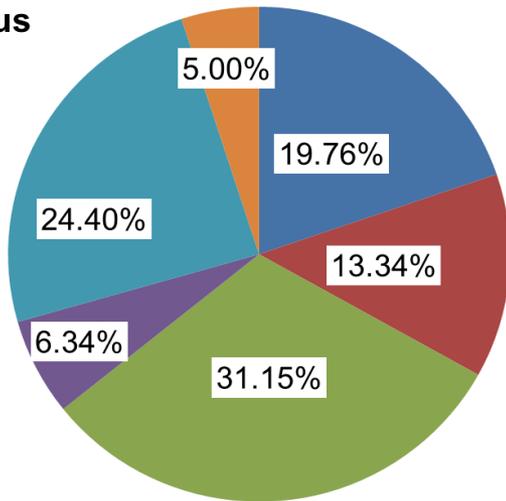
SUPERTRAM

Operation

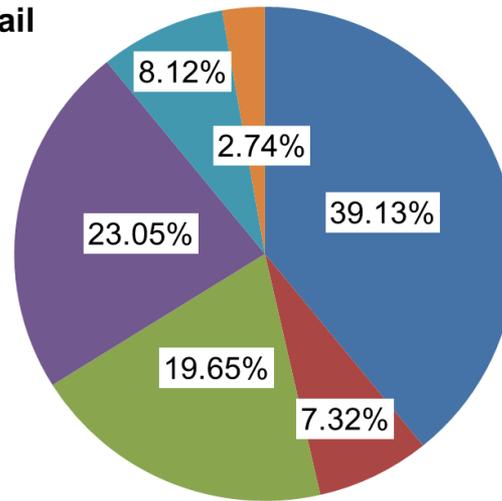
- 24/7, 365 day Control Room
- Conductors on all trams
- Services run approximately 6am to midnight
- 10 minute frequency peak times, 20 minute off-peak
- National concession scheme (ENCTS) passes accepted
- Multi-modal and regional tickets available

Who Uses Supertram

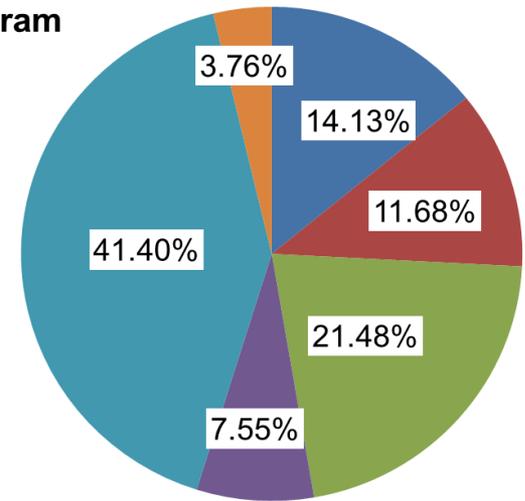
Bus



Rail

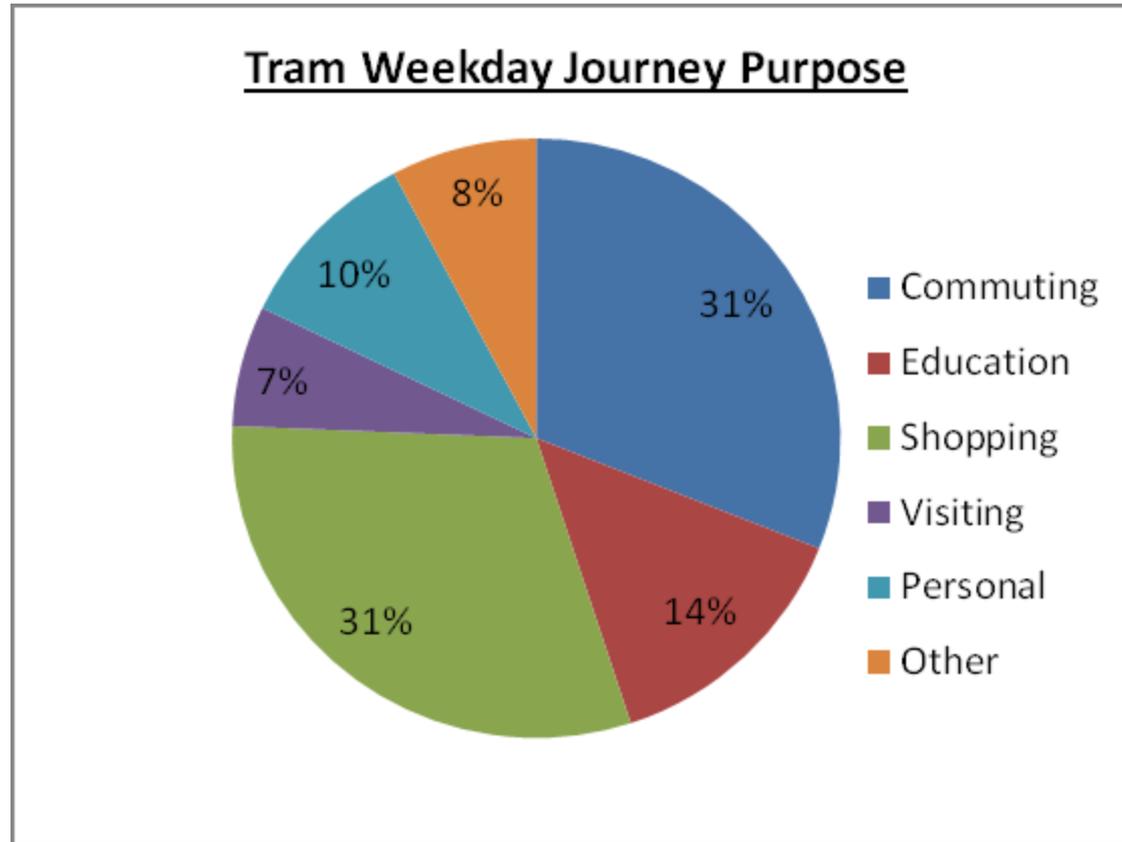


Tram



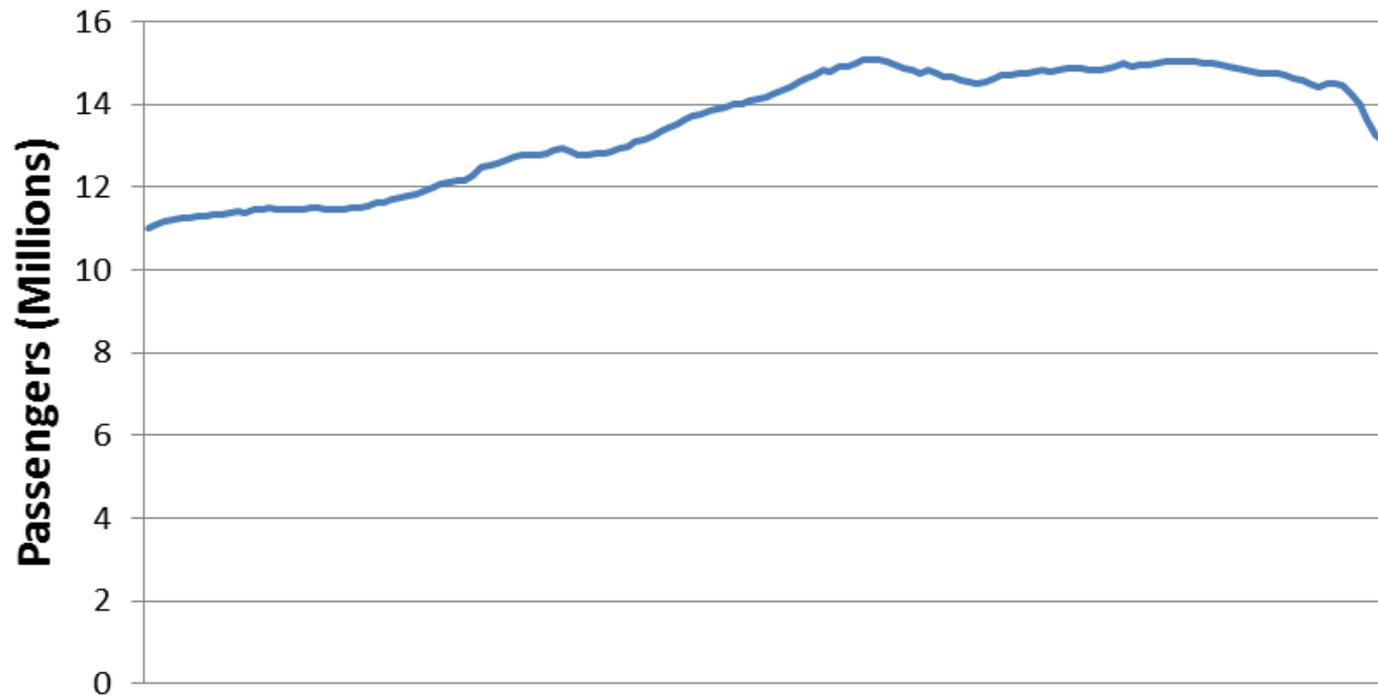
- Adult
- Child
- ENCTS
- Pre-Paid (PTE)
- Pre-Paid (operator)
- Other

Purpose of Travel



Passenger Volumes

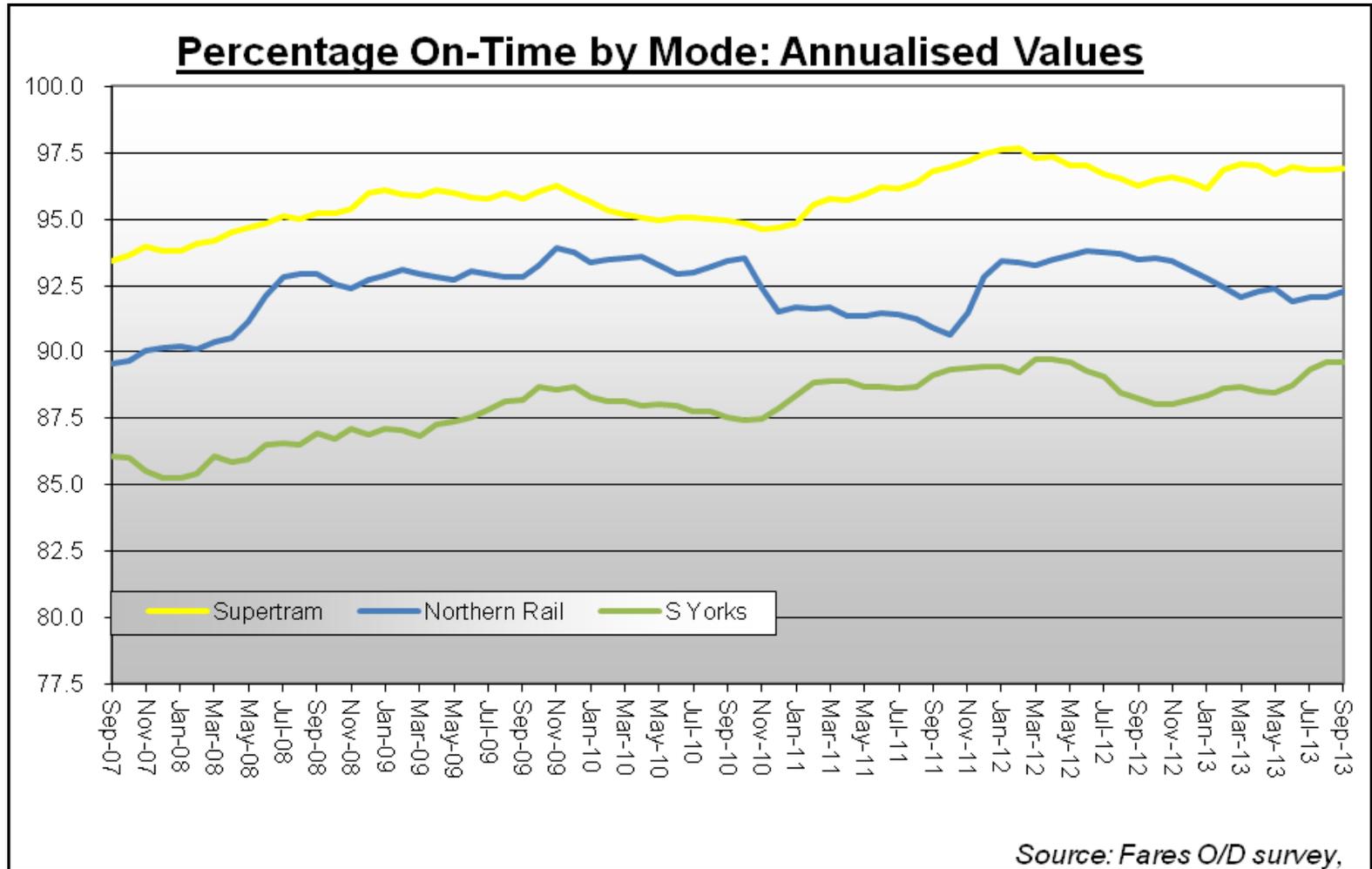
Passenger Volumes March 2000 -
November 2013



Why People Prefer Supertram

- Punctuality
- Reliability
- Reduced journey times
- Convenience
- Ease of access / exit
- Friendliness of staff

Punctuality



Improving the Customer Experience

- Better bus/tram links
- Smart ticketing
- Tram refresh / underfloor projects
- Partnership working for ongoing improvement (rail replacement)
- Customer Service improvements
- Community Involvement
- Safety improvements
- Environmental improvements

Impact of the Tramway on Sheffield

- Speed of access to Meadowhall retail complex
- Development along the Meadowhall line
 - Valley Centertainment complex
 - English Institute of Sport
 - Ikea?
- Job creation
- Capacity to support major events (e.g. Tour de France)
- Traffic congestion solutions
- Environmental benefits

Future Developments

- Additional capacity vehicles
 - 3 additional trams
- Passenger Information Displays (live information)
- Tram Train project
 - DfT funded
 - First integrated use of heavy rail network by a tram system
 - Services between Rotherham & Sheffield every 20 minutes
- Longer term - Sheffield City transport plans
 - Tramway extensions
- (Even) longer term – HS2

Could it be Better?

- A tram system is primarily fixed and does not quickly or cheaply evolve with the City
 - Stagecoach link services
 - Tram train
- Segregated / non-segregated proportions
 - Non-segregated running reduces speed of trams at peak times
 - Embedded rail – disruption when replaced
- Park & Ride could be better served for main motorway access points

Summary

- The Supertram system is a valued service to the people of Sheffield
- The transport capacity offered by a tram system is a key tool to avoid city development choking itself
- Tram train is a real opportunity to demonstrate a low-cost extension opportunity for tram systems

Thank You

Questions?



 Stagecoach

SUPERTRAM