

LiRa-2 newsletter

22 March 2004 - Issue 2

Introduction

This is the second LiRa-2 newsletter. You receive this newsletter with information about the LiRa-2 projects and LiRa-2 partners on a regular base.

If you have any questions or remarks about this newsletter you can send an e-mail to:

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City Region of Haaglanden

Public safety in public transport

The City Region of Haaglanden has decided that the city of



Zoetermeer will receive a grant of € 50.000 to enhance public safety on the Zoetermeer intercity (Zoetermeer Stadslijn). The cost of hiring a private security company will be met by this grant. This security company will in the coming months work alongside the Haaglanden Police, NS reizigers and the Transport Police in a crackdown on violence and vandalism in the Zoetermeer Stadslijn.

A similar crackdown on violence and vandalism was funded by the City Region of Haaglanden in 2003. This fund amounted to € 42.000. This initiative improved passenger safety. As a result ticket sale increased. In view of these positive results an enforcement agreement has been signed by the city of Zoetermeer, Dutch Railways,

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City Region of Haaglanden

Free bus transportation in Den Haag area

On January 5th 2004 an experiment with free bus transportation between Den



Haag and Oegstgeest or Katwijk and Noordwijk has started. Deputy Norder of the Province of Zuid-Holland carried out the official opening at Transferium 't Schouw along the A44 near Leiden. For the duration of one year passengers travel free of charge on Connexion bus numbers 88 (from and to Oegstgeest) and 95 (from and to Noordwijk and Katwijk). According to Norder the experiment has been successful if 5 percent of the drivers leave their cars and go for the bus. This will reduce the number of traffic-jams and will improve the accessibility in the region. This is the first test (for a long period) with free public transport in The Netherlands. The first evaluation is planned in april but the experiment is already a

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Haaglanden Police, the Transport Police and the Public Prosecution Service.

City Region of Haaglanden / HTM Real time departure information

Monday the second of February 2004 the first electronic passenger information



board for tramline 15 was put in to action. This scrolling message board gives real-time departure information. Eight of these real-time monitors will be placed along the route of tramline 15. These real-time monitors have been commissioned by the City Region of Haaglanden. Similar real-time monitors have been in place at two stops of tramline 9 for almost two years.

[More info](#)

GMPTE Metrolink Park and Ride sites get £1.3 million backing

More people will be able to leave their cars behind and take the tram after transport chiefs today committed £1.3 million to develop four Park and Ride car parks at stops along the Bury - Altrincham Metrolink line.

Members of Greater Manchester Passenger Transport Authority's Policy Committee agreed to release the funds following a report from GMPTE that planning approvals have been obtained for Park and Ride sites at the Navigation Road, Crumpsall, Besses O' th Barn and Whitefield stops.

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success. At the end of February the number of passengers has increased with 50% since the start of the experiment in January.

Brussels 2003 Mobility Barometer shows success of the integrated jump ticket

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Since February 2003, the traveller can buy a jump ticket that gives him access to all public transport in the Brussels Capital Region (tickets are available for one trip, five trips or ten trips or for one day). An immediate success that even led to the "UITP AWARD of INTEGRATION" for the Brussels public transport operator MIVB/STIB in May 2003.

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Province of Limburg Maastricht

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The city of Maastricht has initiated an agreement with the city of Liege in which both parties express their intention to investigate the potential of an express train link between the two cities. This initiative is of great importance for the PAT Zuid-Limburg project and a large effort to enhance cross border railway transport. In addition the frequency of the Liege-Maastricht line will be doubled.

Land acquisition to go ahead for Hampshire tram plan

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Hampshires county planners are still laying the groundwork for the South Hampshire Rapid Transit tram network, despite no word yet from the government over whether they will bail out the project, reports the Southern Daily Echo. This week permission looks set to be granted to

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Midland Metro Line 1

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Midland Metro Line 1 operates between Wolverhampton and Birmingham at an 8-minute frequency between 07.00 and 19.00 and at 12 minute intervals before and after those times. Altram's operator, Travel Midland Metro regularly achieves 98-99% performance reliability against this headway. Enhancements to Line 1 are under consideration, in the context of negotiations about the longer term operation of an enlarged network.

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Bills published to allow two Edinburgh tram lines to be built

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Legislation to enable the first two lines of a £375 tram network to be built in Edinburgh has been submitted to the Scottish Parliament. Two Private Bills have been formally published, giving details of the proposed transport system. The Bills would give Edinburgh City Council powers to acquire land needed for the construction of the tram lines. Line One will be a loop connecting the city centre with Granton and Letih while Line Two will run from the centre to the west of the city.

send out formal notices to acquire land from landowners whose property lies on the route. Currently the Department of Transport is considering a revised bid from Hampshire and Portsmouth councils for more money after predicted building costs and overheads soared. A spokesman for Hampshire County Council confirmed that it was still waiting to hear whether they would be granted the extra money and had been told a decision would be made soon.

Leeds tram scheme in limbo as costs undergo scrutiny

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The planned Leeds Supertram network is facing an uncertain futures amid reports of costs escalating and concerns that projected passenger numbers are not realistic. The Yorkshire Post reports that a Department for Transport spokesman said the government could not commit itself to the scheme because Supertram costs had doubled. Portsmouth Today says insurance costs for the Leeds scheme have risen massively following the September 11 terrorist attacks.

While every attempt has been made to ensure the accuracy of all information in this newsletter, the editor accepts no responsibility for any inaccuracies or events arising as a result of decisions based on the information contained within this newsletter.
