

Item 7: Appendix 2: The role of different transport modes

Mode	Capacity	Role
Walking and Cycling	<ul style="list-style-type: none"> Individual 	Greatest potential for shorter distance journeys, particularly across congested city centres/urban environments
Car / Mobility as a Service (MaaS) / Demand Responsive Transport / Taxi	<ul style="list-style-type: none"> 5-10 people per vehicle A generic single highway can carry can cater for around 1,800 people per hour 	Most suited to lower demand areas where trips are accessing multiple different destinations. Feeders into a core network, for example at a Park and Ride.
Standard Double Decker Bus	<ul style="list-style-type: none"> 70-80 people per vehicle. Maximum legal vehicle length is up to 18m A high service frequency of 10 buses per hour service can hold up to 700 people 	Flexible services which meet local accessibility needs – with very high density stopping patterns
Articulated 'Bendy' Bus / 'Ftr' / 'Trolley bus' vehicles	<ul style="list-style-type: none"> 80-100 people per vehicle. This meets the maximum legal public service vehicle length of 18m. A typical frequency of 10 buses per hour service can hold up to 700 people / hour 	
Bus Rapid Transit (BRT)	<ul style="list-style-type: none"> 70-80 people per vehicle With higher frequencies than a usual bus service, BRT can typically hold up to 1,000 people / hour 	A typical BRT service is highly segregated from other traffic and provides a fast and frequent point to point journey options. In Europe, BRT is often typically where there is less demand or as a precursor to Mass Transit.
Mass Transit / Tram / Light Rail	<ul style="list-style-type: none"> 200-300 people per vehicle Can operate service frequencies from 5 per hour to 40 per hour dependant on the location and need 1,000-10,000 people per hour 	Light rail is a form of urban rail transport using rolling stock with a steel wheel, but operating at a higher capacity through both segregated and on-road sections.
Suburban Heavy Rail	<ul style="list-style-type: none"> 400-700 people per vehicle (for example the Class 333s in Leeds North West can each hold around 450-500 people per vehicle) 2,000 – 6,000 people per hour 	Regional rail provides rail services between towns and cities. Unlike Inter-city, it stops at most or all stations. Typically with a half hourly service (or quarter hourly in the peak periods).
Inter urban / national Heavy Rail	<ul style="list-style-type: none"> 700-900 people per train 	Long distance, pan northern, Centre to Centre fast and direct services.