Update on recent research efforts

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Principles 8 and 9
Furthering our knowledge and sharing insights

- Much happening!
- RSSB, DfT and the Rail Delivery Group all sponsoring research and analysis
  - Asset management and leasing approaches
  - The investment case for third parties
  - Station Categorisation
  - Stations in the context of community and sustainability
  - The optimal station network
  - The benefits of National Stations Improvement Programme
  - The capacity challenge for CP6 and beyond
- Network Rail reviewing potential management models for the Managed Stations and the opportunity to leverage private capital
- TfGM, Merseytravel and West Midlands Combined Authority developing the case and approach for greater local participation/control
Station Sustainability Framework

Objectives:

- Identification of the indicators likely to be of use in station investment
- Recommendations for data structures (categories and dashboard) to support decision making

Outcomes:

- Established a consistent catchment approach for every station
- Emerging thoughts around a revised categorisation
- Gathered industry and publicly available data
- Identified likely gaps of information and insight
- Completes late November 2016

Catchment categorisation

- Less than 10,000 plus rural location plus low service intensity
  - <10,000
  - 10,000 – 100,000
  - >100,000
  - >100,000 with interchange, trip attractor and high bus accessibility
Illustration of the stations tool
The case for station related investment

Objectives:

- Articulate the case for investment in stations and surrounding areas
- Attract 3rd party income to improve stations / rail patronage

Progress:

- Identified potential station case studies:
  - Completed in last few years
  - 3rd party participation and funding contributions
  - Identifiable benefits
- Currently speaking with sponsors and stakeholders to create the evidence base
- Completes December 2016

Case studies

- Birmingham (Large)
- Swansea (Medium)
- Wakefield (Medium)
- Wokingham (Medium)
- Dundee (Medium)
- Burnham-on-Crouch (Small)
- Bromsgrove (Small)
- And other Community Rail illustrations in brief
Optimal asset management

Objectives:
• Confirm the network’s “fit” for today and the future
• Understand the pros and cons of leasing and asset management approaches and decisions

Key questions:
• Confirm the current railway’s fit with population, economic and other geographies
• What trade-offs occur when you change the network or individual stations?
• What can we learn from different leasing models?
• How do we establish clear line of sight between Government intent and outcomes?
• Completes February 2017

England’s railway fit
99.6% of population within 30 minute drive
88.6% within 20 minute cycle ride
20.3% within 10 minute walk
8.1% live near a railway line but more than 5km from a station