



Stations Summit III 2016

Principles for the Future
of Britain's Stations

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

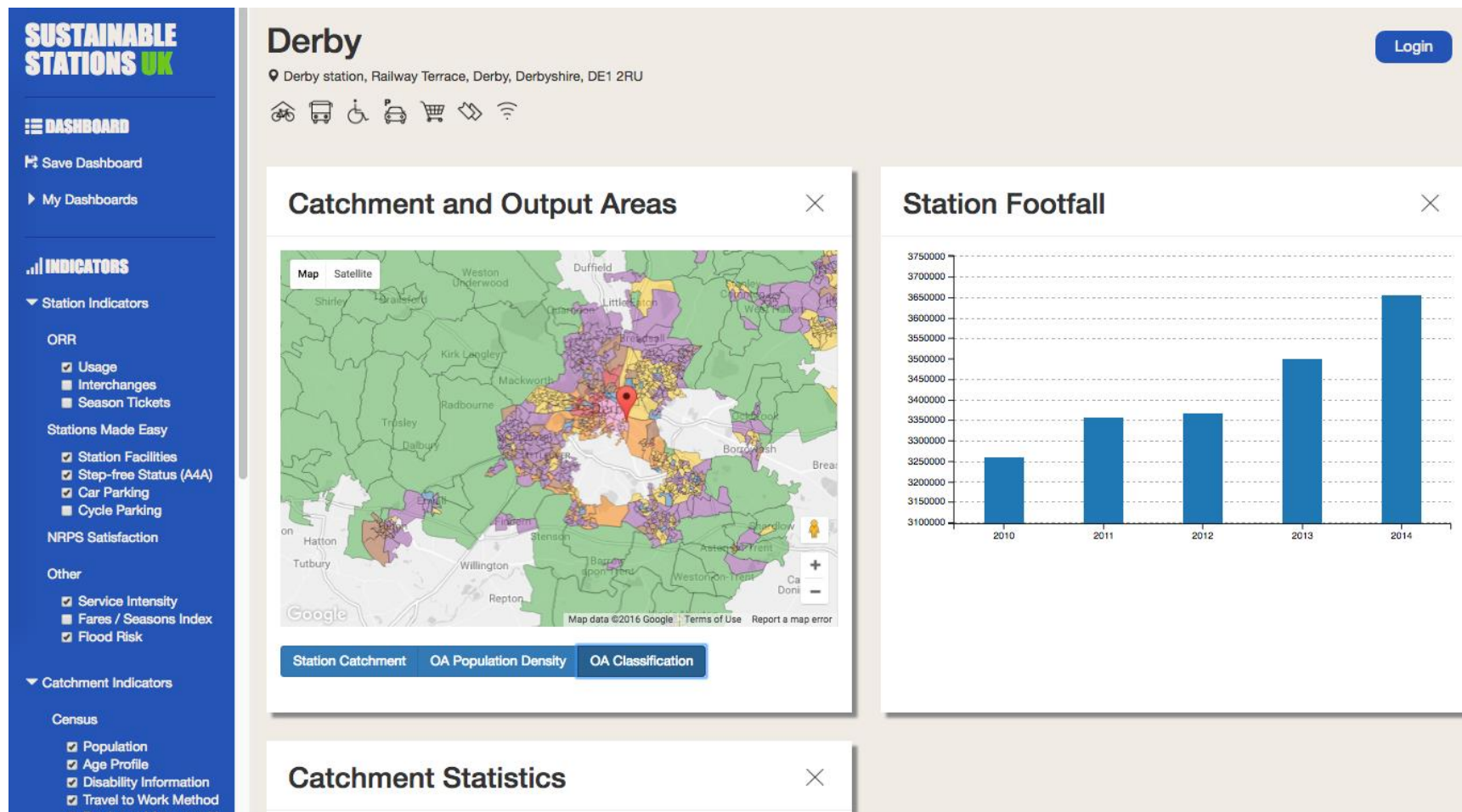
Outcomes:

- 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

Rail Delivery Group

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



Department
for Transport

Rail Delivery Group

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