

13th UIC Sustainability Conference



GB Sustainable Stations Framework



Research Project Summary

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Sustainable Stations Framework

Vision for Stations

Nine principles for the future of Britain's stations

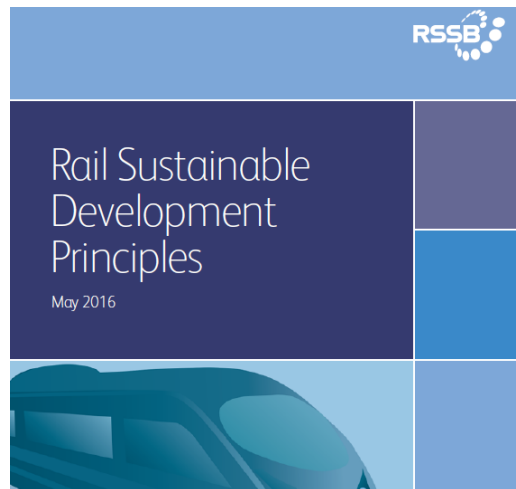
October 2015

This presentation summarises the research undertaken to date concerning the development of a GB Sustainable Stations Framework, and the latest thinking in terms of the nature of this framework and its practical applications.

This framework will help to support the realisation of Rail Delivery Group's (RDG) Vision for Stations:

“Our vision is for Britain's stations to be places which are inclusive and welcoming, and which encourage everyone to travel by rail”.

It will also be consistent with the GB rail industry's Sustainable Development Principles.



The overall aim of the study is to provide an industry framework to:



Measure and contextualise current industry performance across the spectrum of operational scenarios at stations, from retailing right through to the energy consumption of assets provided classify stations based on agreed criteria inform the process of franchise specification development to target investment in the portfolio of stations;

Inform the process of 'rightsizing' the provision of station services to suit the market served;

Provide a series of performance benchmarks at stations that identify and drive improvements in the management of the services provided, delivering best performance at lowest cost to the passenger and taxpayer.

Background

- There are over 2,500 stations on the GB rail network, but a lack of a consistent or holistic framework for making investment decisions and ensuring value for money is obtained from the network.
- Specific elements include a station classification and stations ‘dashboard’.
- The RSSB has commissioned Steer Davies Gleave to undertake a research project to develop a framework which could support effective investment decisions.



Project findings so far

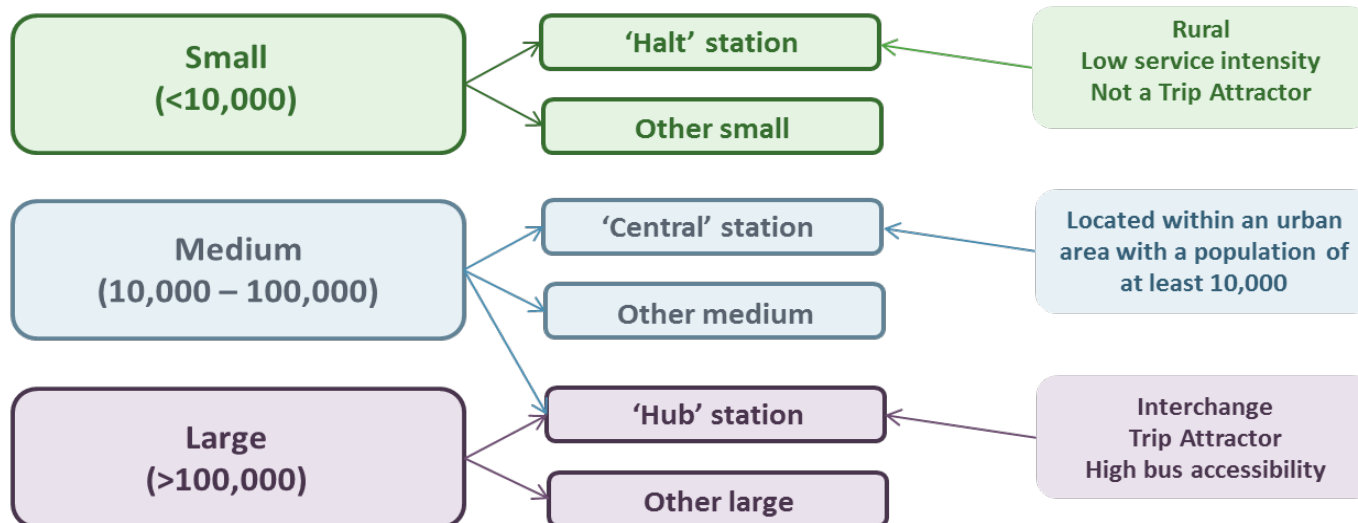
- Engagement with stakeholders reaffirmed the need for more consistent, **readily available data and indicators** relating to stations.
- It confirmed the view held that the existing A-F classification is not fit for purpose, and as a consequence is not widely used.
- The framework should be **outward looking** in order to maximise its value.
- This includes consideration of the **places and people** a station serves, over and above existing passengers.
- It also needs to be **forward looking and dynamic**. It needs to consider each station's **potential** and how it may be affected by trends and developments, not just its current status.

Station categorisation and variants

Primary categorisation based on population of the station catchment:

Potential further sub-categories

Additional factors used for sub-categories

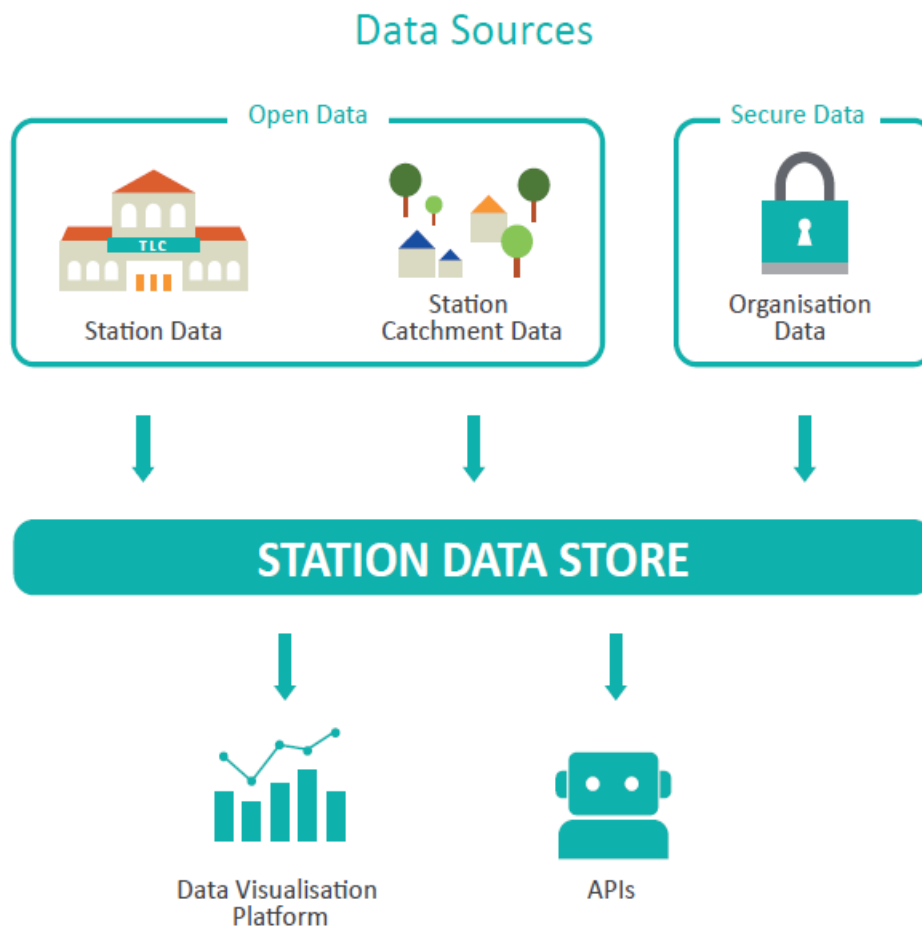


Options for classification with 3,4,5 or 6 categories depending on how many sub-categories are adopted

There is potential for refining how the sub-categories are defined

The names are purely descriptive at this stage and more appropriate labels need to be developed

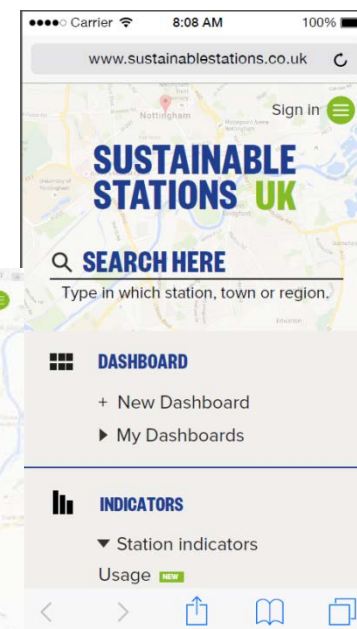
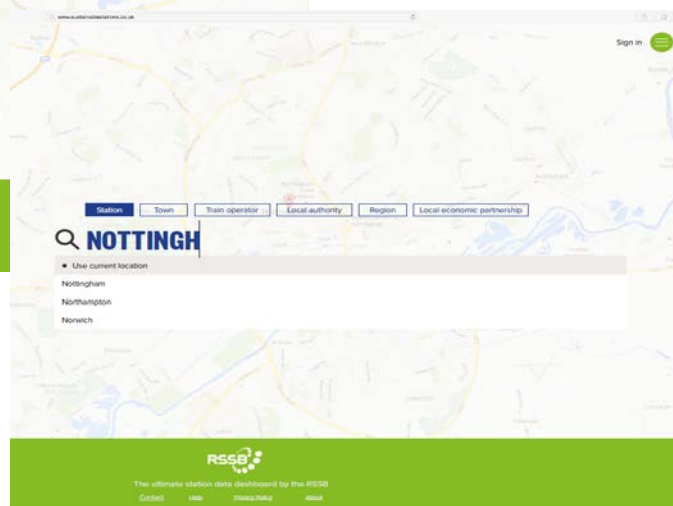
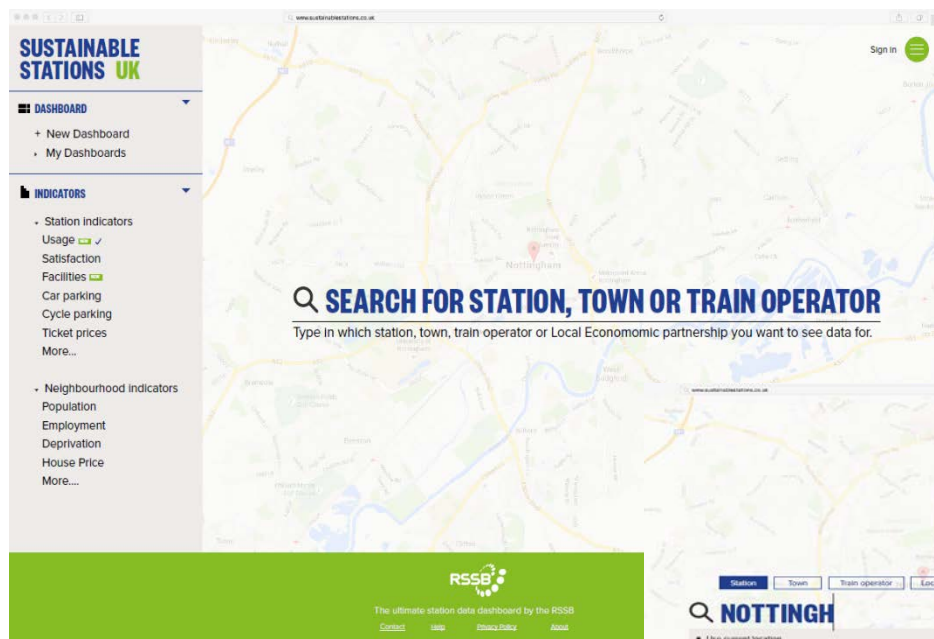
Overview of station dashboard concept



Solution

- The research (which included examining international practice as well as a range of stakeholders) revealed many different potential uses of the framework by many different bodies.
- While a very positive finding in terms of level of interest, this presents a challenge in terms of designing a dashboard and classification which can satisfy everyone.
- The solution identified is to create a “Data Store” where all relevant data is held (and maintained) so stakeholders inside and outside the industry can access data and key indicators.
- A “Data Visualisation Platform” (see next slide) is also envisaged to make it easy to access data and for users to create their own dashboards.

Illustrative data visualisation page



Data sources

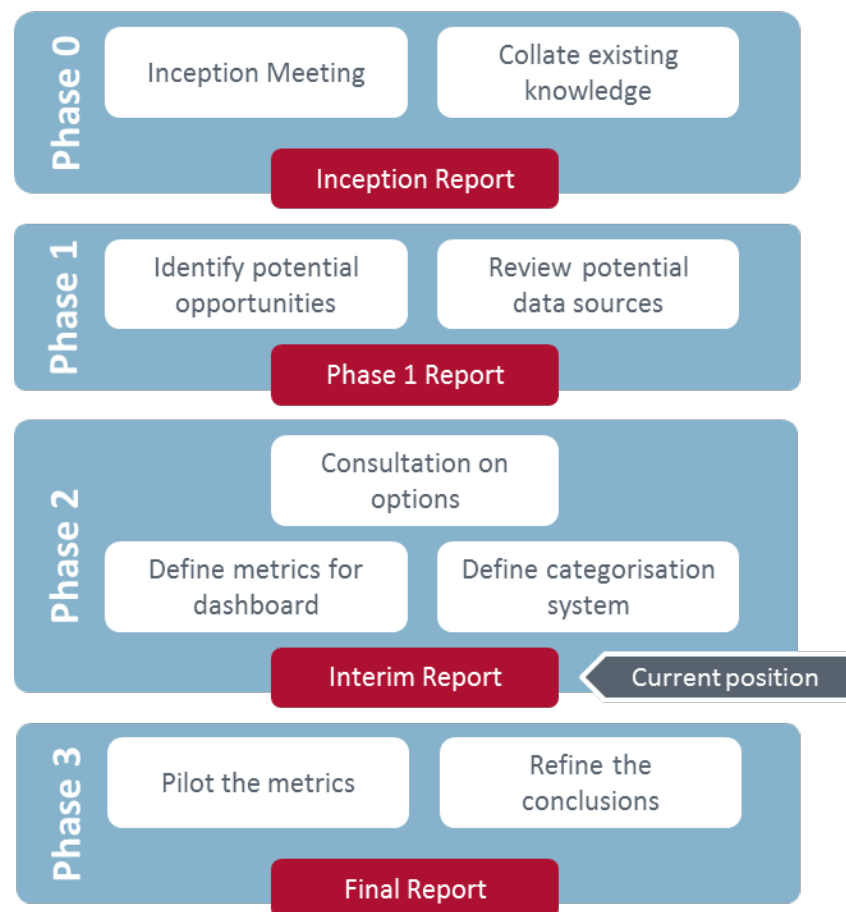
Data Set	Source	Description
Station Level Data		
ORR Station Usage	Office for Rail and Road	Entries and Exits by station by high level ticket type. Also identifies interchanges. Is publicly available. An origin-destination matrix also exists, but has restricted access
National Rail Passenger Survey (NRPS)	TransportFocus	Passenger satisfaction data, plus some passenger/trip profile data. Collected twice-yearly. Satisfaction data is publicly available at an operator level
Safety Management Incident System (SMIS)	Rail Safety and Standards Board	Database of incidents at stations, including slips, trips and falls, and cases of staff abuse
Stations Made Easy	National Rail	Data feed of Station Facilities including car and cycle parking, step free access and retailing facilities
Network Rail performnce data	Network Rail	Detailed data on service punctuality and reliability used to calculate the PPM (Performance and Punctaulity Measure). Data can be calculated at a station level. Includes reason for delay
Darwin	National Rail Enquiries	GB rail industry's official train running information engine, providing real-time arrival and departure predictions, platform numbers, delay estimates, schedule changes and cancellations
Timetable data	ATOC	Complete GB rail timetable data. Available freely from ATOC. Can be used to calculate a number of indicators, e.g. service frequency
Fares data	ATOC	Complete GB rail fares data. Available freely from ATOC
Train operater commercial data	Train Operating Companies	Information on Station estate including Operating Revenue, Energy Effecicency & Retail Revenue etc. (note this data is not generally available)

Data indicators

Data Set	Source	Description
Station Catchment Data		
Population data	Office for National Statistics	2011 Census data to provide basic population and demographic information of a station catchment
Rural / Urban Classification	Office for National Statistics	2011 Census analysis to establish urbanity of a station
Output Area Classification	Office for National Statistics	2011 Census analysis to understand demographic segmentation
Method of Travel to Work	Office for National Statistics	2011 Census data to understand how local population travel to work
Planning applications data	Available from local authorities but has been collated into a single database by Glenigans	Detailed information about planning applications, including their scope and status. Useful for identifying new developments
Indicies of Multiple Deprivation	Departement for Communities and Local Government / Welsh Assembly/ Scottish Government	Statistics on relative deprivation in small areas in England, Wales and Scotland
Public Transport Stop Frequency	Traveline / NAPTAN stop information	National data to establish non rail public tansport journey frequcnny around a train station
Crime Data	Police UK	LSOA level crime statistics around a train station
House Prices	Land Registry	Sold house price data from Land Registry
Industry and Jobs by SIC	NOMIS	Data showing number of business and employment numbers by Industry
Wifi, Broadband, Mobile Network Availability	OFCOM	Data showing Wifi, Broadband and Mobile Network Coverage
Points of Interst	Ordnance Survey / Open Street Map	List of points of interest within the UK including lesiure/tourist attractions, schools and hospitals

Next steps

- Transition from consulting on options and developing an initial framework, to the final phase in which we test and refine the framework.
- This testing phase will focus on a selected case study area, that is, the area served by the East Midlands franchise.
- At the end of the study we will have developed a framework which takes into account the lessons from the testing phase, and which makes recommendations for deploying and managing the key elements of the framework (including the dashboard and classification).





Thank you

