Rail Reopening Conference

David Smith

Rail Planning Manager

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Background and Trends

- The passenger railway is continuing to grow with a very good recovery from the 2008 recession (and better than most of Europe frankly)
- Recent passenger figures now exceed 1946 and (1928) – but not 1900 !
- We face continuous challenges on delivery , capacity and cost
- Growing the railway is a mission of very great value

Growth is not consistent, hence the need for planning

- Route utilisation studies are all about understanding the gaps and options for the existing railway , and to make recommendations for the future (up to 30 years) on a network and regional basis
- This information gives a good indication of priority areas for action to help policy making , to target key nodes and flows and to assist in priority decisions (with a view to cost and revenue issues)
- Overlay strategic works (“Planning Ahead” give a broad future policy from the top down

Where is the growth?

- Fastest growing sector is in long distance travel (around 8% by passenger numbers)
- Regional (inc commuting is around 7%) – high in cities and rural – urban commuting
- London and South East is around 5%

- Passenger volumes based on peak flows drive the operating cost and resource base. (Opportunities outside the peak therefore)

A bigger railway is a growing railway !

- Growth does not always come in “major projects” (HSL , Crossrail , IEP etc)
- Growth comes through understanding customer needs and wants. (pretty obvious) –
- Growth comes in flexibility, cost control and service development *in all areas of activity (having identified a market and a need)*
- Growth outside the peak is good news ! – or where spare capacity exists

Time to look at the real world – **Beauly (FSR**)

Some Spectacular results !

- Ebbw Vale – estimated 45,000 passengers per annum. (actual 200,000!)

This is not an isolated case !

- **Alloa (FSR)** **+175% (350k)**
- **Glasshoughton (Northern)** **+170% (140k)**

- ***Shepherds Bush, Larkhall, Mitcham Eastfields , Warwick Parkway , Rogerstone , Newbridge*** etc have all exceeded their passenger volume targets comfortably

- 25% of stations have underperformed – but have nevertheless handled volumes (all new) from 40,000 to 250,000 !

- Not reaching your target volume is not a declaration of failure

Line and Station re-openings

- 40 stations re-opened since 1994
- Range from Beauly to Liverpool South Parkway
- 4 opened up to 2000
- 36 between 2000 and 2010
- London & South East 8
- Airports 4
- Regional 24
- Park and Ride 2
- 15 associated with “new / re-opened” lines. (VoG, Edinburgh Crossrail etc)


Liverpool South Parkway
for Liverpool John Lennon Airport
Way out

Key Issues (1)

- Difficult to forecast demand (art as well as a science)
- Mindful of abstraction
- Modal shift can be a 2 edged weapon – if it weakens other public transport
- Catchment area analysis critical–”know your markets” and your demographics
- Quality of service and rolling stock
- Important to have car accessibility and parking
- Cost , contracts and delivery

Key issues 2

- Marketing and selling a service ("zone of attraction" / pricing policies etc / multi modal policies
- Being realistic in assumptions of build up of demand – 95% in YR3 etc ? (Dealing with above average / faster growth !)
- Having said all that – the industry is not always good at forecasting or business case development for **smaller** projects - work is ongoing on PDFH rewrites etc

“Connecting Communities”

- Published in June 2009 following detailed analysis and some interesting fieldwork
- 75 communities in England (over 15,000 population) reviewed and 35 options examined
- Based on demographic and economic developmental changes etc.
- Business cases developed and cost / service options evaluated
- Public consultation carried through

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Connecting Communities (2)

- Very well received with good media interest and 300 responses from a wide range . Some high profile – many very supportive.
- Some new / initially rejected options were evaluated. –
- Soham, Middlewich, Honeybourne – Stratford and Stafford – Wellington
- Very little new work or options being persued at the moment due to obvious reasons

Looking Ahead

- CC report “kept warm” until Coalition Government policy and CP5 funding clarified
- Soham station plan moves on slowly (Franchise link?)
- “East West” link appears favoured (if not funded)
- Marchwood line to be recommended in L&SE RUS at a future date
- RPF fund would be welcomed – if affordable in present circumstances