

# TWNW Conference Liverpool

## 28/2/03

- “Migration from Rail - possible effects of English off peak free bus travel after April 2008”
- John Moorhouse (Administrator)
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# Aim of the TOWN research

- [JM]
- To identify those cross boundary corridors with parallel registered local bus services and rail services which could potentially be vulnerable to passenger migration from rail services to buses.
- To make their results available to public transport procurers and providers.

# Background

- Welsh and Scottish experiences of abstraction
- Initial findings (based on very small samples) of students at Sheffield Hallam University, which persuaded TWNW to undertake
- a follow on further scoping exercise.
- [PF will describe].

# Students' output

- PF
- Qualitative - based on literary and web searches, interviews, brainstorming and observations.
- Quantitative - based on their survey of a very small sample of passengers at three major public transport hubs (Piccadilly Rail, Lime Street Rail and Preston bus station)

# Qualitative Findings

- OAPs are “time rich”, and not significantly deterred by longer journey times or “slack” connections.
- The shortest end to end journeys will probably be most vulnerable to abstraction.
- cross boundary trips are expected also to be vulnerable.

# Quantitative Results

- A majority of OAPs stated their preference for registered local bus services which they found “convenient” and used significantly more often than any other modes.
- Most respondents would consider using registered local bus services in preference to parallel rail services after April 2008
- A slight majority were regular National Express, as well as rail, users.

# TWNW's further “scoping” exercise.

- To identify a refined list of **cross boundary** registered local bus services with
- no existing free rail or “**out of** (Travel Concession Authority's) **area**” bus travel concessions
- through parallel rail and local bus services with
- hourly or better frequencies

# TWNW's Methodology 1

- Calculation for each corridor of a Contestability (Time) Index based on
- Generalised Time factors including
- Comparative Bus and Rail journey times
- Walking time
- Waiting time ( 1/2 frequency taken as proxy)

# TWNW's Methodology 2

- Calculation for each corridor of a Contestability (Price) Index based on the formula:-
- $(\text{Future Savings}) / (\text{current savings})$
- where “savings” are computed as the difference between the bus and rail fares for the same journey
- with Bus Fare = Zero from April 2008

# TWNWs' Methodology 3

- Chris Dale currently computing the Time and Price Indices for each corridor
- Using these it is hoped to be able to rank the corridors in order of contestability and so identify the most vulnerable rail services.
- No attempt has been made to factor in demographic or geographic data.

# Interim Conclusions

- Any migration from rail will help DfT meet their national bus patronage targets but
- it will not alleviate rail crowding to any appreciable extent as free bus travel is “off peak”
- Concentrations of retirees, and/or of tourist “honeypots” in some TCAs could potentially distort TWNW’s findings and might require further research to refine their model.