



Data on rail accessibility

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PROBLEM DESCRIPTION



The question

Working Party on Transport Statistics
has been requested to consider whether and how
it could **collect the data** needed to quantify
social benefits of accessibility measures.



Current context

Commission Decision C(2010)2576 of 29.4.2010 mandates the European Railway Agency to

- develop and review TSIs (technical specifications for interoperability)...
- ... with a view to extending their scope to the whole railway system in the European Union

Scope extension is subject to impact assessment showing the benefits of so doing

- [Directive 2008/57, Recital 20]
- This may include societal benefits

Impact assessment requires data...

- Traffic (as an intermediate benefit) : concerning people with reduced mobility (PRM) and general population
- Capital : concerning accessibility of trains and stations
- Operations : concerning services to PRM

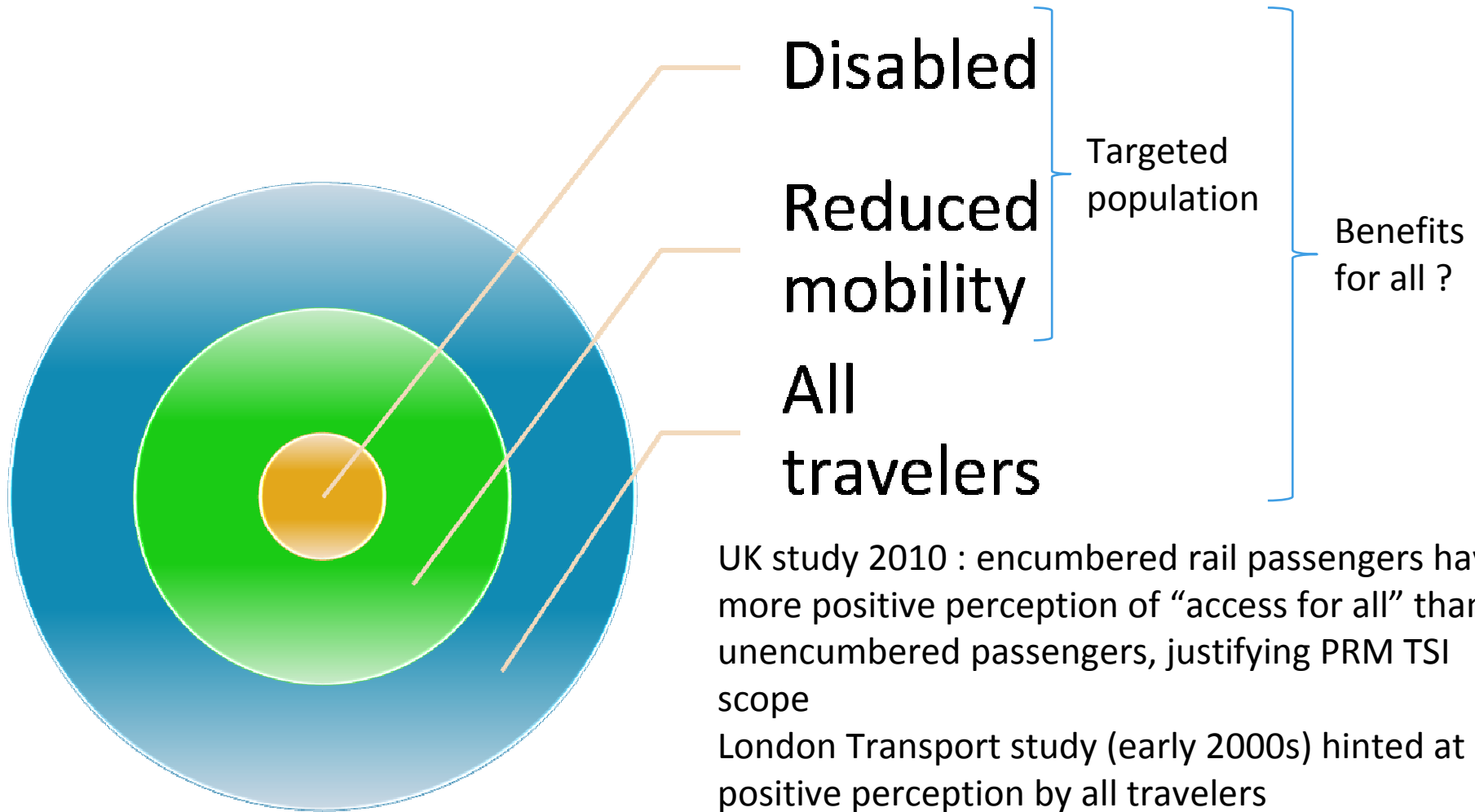
... but necessary data are a consequence of the assessment methodology !

“Social benefits” cannot be considered in isolation

- can only be assessed by considering the pace at which rail accessibility will be improved
 - Need for traffic, capital, operations information
 - Need for all other factors influencing traffic

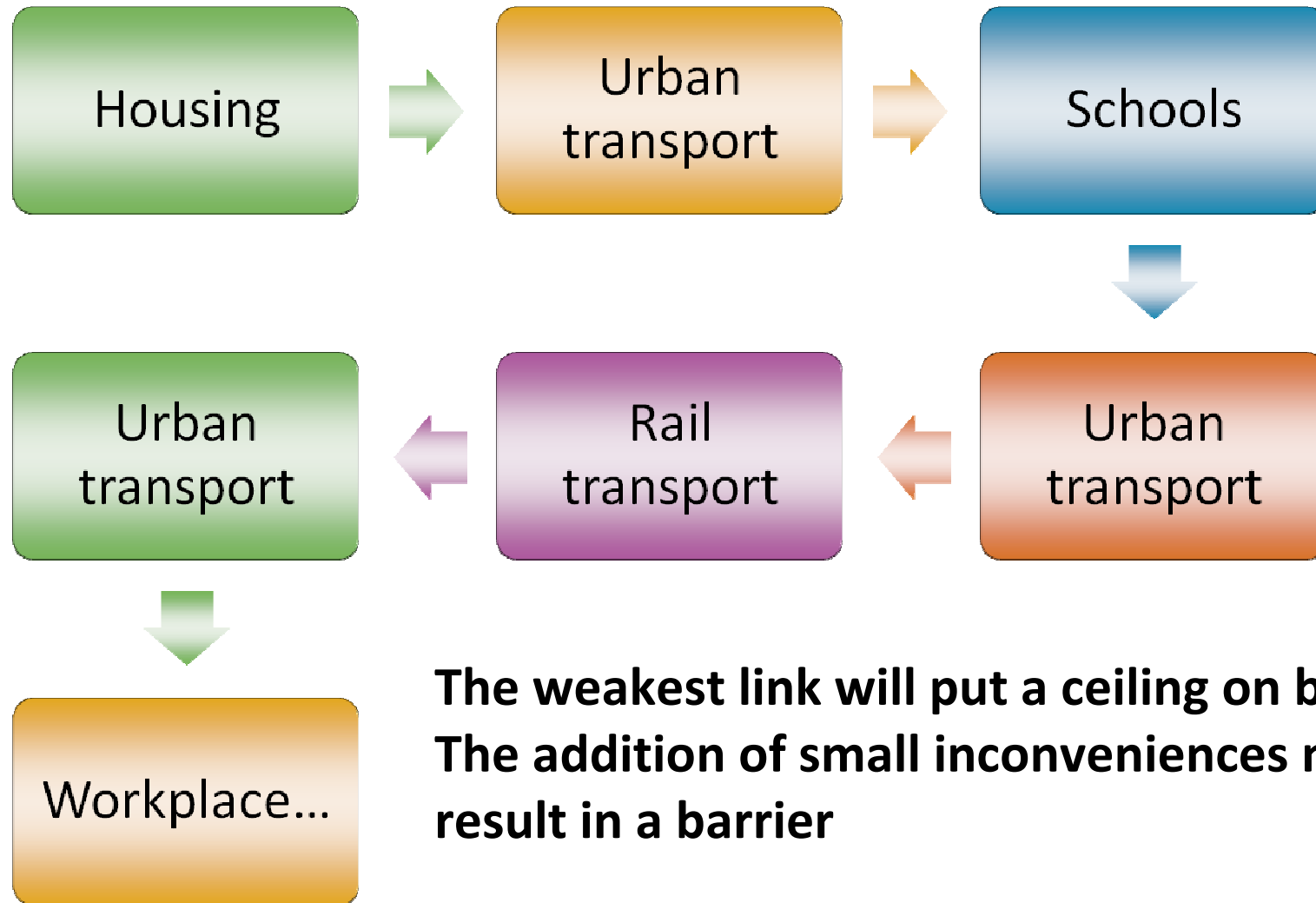


Social benefits of accessibility : scope





Do accessibility measures deliver ?



**The weakest link will put a ceiling on benefits
The addition of small inconveniences may
result in a barrier**



INPUTS



Infrastructure data : Infrastructure register (under interoperability directive)

1.2.1.0.6.1	IM's Name	[CharacterString]	Infrastructure Manager means any body or undertaking that is responsible in particular for establishing and maintaining railway infrastructure (Article 2h of Directive 2001/14/EC).	M
1.2.1.0.6.2	Identification of platform	[CharacterString]	Unique platform identification or unique platform number within OP	M
1.2.1.0.6.3	Classification of platform	[CharacterString] single selection from a predefined list: HS TEN/CR TEN/Off TEN	Platform is operated as a part of HS TEN, CR TEN or Off TEN.	M
1.2.1.0.6.4	Application of PRM	[Y/N]	Information whether the platform is compliant to PRM TSI.	M
1.2.1.0.6.5	EC declaration of verification for platform (INF/PRM)	[CC/RRRRRRRRRR RRR/YYYY/NNNN N]	Unique number for EC declarations following format requirements specified in the 'Document about practical arrangements for transmitting interoperability documents' (ERA/INF/10-2009/INT).	M - TSI
1.2.1.0.6.6	EI declaration of demonstration for platform (INF/PRM)	[CC/RRRRRRRRRR RRR/YYYY/NNNN N]	Unique number for EI declarations following format requirements specified in the 'Document about practical arrangements for transmitting interoperability documents' (ERA/INF/10-2009/INT).	O - TEN HS O - TEN CR
1.2.1.0.6.7	Usable length of platform	[NNNN]	The maximum continuous length (expressed in meters) of that part of platform in front of which a train is intended to remain stationary in normal operating conditions for passengers to board and alight from the train, making appropriate allowance for stopping tolerances (CR INF TSI).	M
1.2.1.0.6.8	Height of platform	[NNNN] single selection from a predefined list: 550/760/ others (specify)	Distance between the upper surface of platform and running surface of the neighboring track. It is the nominal value expressed in millimeters.	M
1.2.1.0.6.9	Platform offset	[NNNN]	Horizontal distance between track centre and nearest edge of platform. It is the nominal value expressed in millimeters.	M
1.2.1.0.6.10	Fixed facilities for starting trains from platform	[CharacterString]	Fixed equipment like mirrors, CCTV cameras provided as part of the signalling equipment to enable platform staff to indicate to train crew when to close doors, and when this has been done successfully, to start the train	O
1.2.1.0.6.11	Existence of boarding aid on platform	[Y/N]	Information if any equipment facilitating boarding trains exists on the platform.	M

**Geo. scope:
entire EU railway
network
(2008/57 Ax 1)**

**Tech. scope: platforms
only, not the rest of
the station**

**Data to be fed until ca.
2018**

**Pending Commission
Decision**



Other sources for infrastructure

Network statements (under Directive 2001/14)

- **Legal basis: Directive 2001/14**

- ❖ To ensure transparency and non-discriminatory access to rail infrastructure for all railway undertakings **all the necessary information** required to use access rights are to be published in a network statement
- ❖ Accessibility is not explicitly mentioned

- **One per infrastructure manager**

- **Broader scope, *may* include all station facilities and services**

- **No homogeneity**

- **Public documents**



Vehicle data: European Register of Authorized Vehicle Types

Content of rolling stock register under current PRM TSI

- Number of Priority Seats
- Number of wheelchair spaces
- Number of [accessible] Toilets
- Number of Wheelchair Accessible Sleeping places if provided
- Vehicle floor height
- Position of all steps provided for vehicle access and egress
- The platform heights with which the Rolling Stock is designed to be compatible
- Description of any integrated boarding aids if provided
- Description of any portable boarding aids that are carried on the Rolling Stock

New, upgraded, renewed RST only

Following introduction of ERATV

and adaptation of TSIs

ERATV content

4.12.2	PRM related characteristics
4.12.2.1	Number of priority seats
4.12.2.2	Number of wheelchair spaces
4.12.2.3	Number of PRM accessible toilets
4.12.2.4	Number of wheelchair accessible sleeping places
4.12.3	Passenger access and egress
4.12.3.1	Platform heights for which the vehicle is designed.
4.12.3.2	Description of any integrated boarding aids (if provided)
4.12.3.3	Description of any portable boarding aids if considered in the design of the vehicle for meeting the PRM TSI requirements

Voluntary registration of existing types is under study



OUTPUTS



Data sources (1) : Overall data

EUROSTAT

- No transport-related data relating to PRM
- “Employment of disabled persons” stats exist
- Definitions: ongoing work (Washington group)

National data

- We have no overview
- PRM definition is too vast; only expect partial statistics
- In some countries, there are comprehensive accessibility deployment plans (Spain...) or strategic documents (UK...)
- Under UN convention, States have the obligation to report on accessibility



Data sources (2) : Example UK

Overall statistics

- 116 000 Disabled Persons Railcards + ... Senior Persons Railcards
 - No details re composition of disabled railcard users
- LENNON database provides number of rail tickets purchased per O/D and type
- Analysis of time series is complex; can it be conclusive?

2010 DfT study (Steere Davies Gleave)

- 4 upgraded stations – observations and inquiries



OUTLOOK



ERA / Booz & Co. study Ex post analysis of PRM TSI

Main goals

- Observed implementation of TSI and similar measures
- Observed effects on ridership
- Difficulties of applying the TSI
- “TSI as a deterrent” ?

Panel

- Sample : 7 Member States
- Comprehensive list of stakeholders (Ministries, railway companies, associations...)

Results so far

- Two pilot countries studied, five remaining, end: 10/2011
- Statistics : see above

Outlook

- Publication of summary report early 2012



Other initiatives

DG Justice study on benefits

The contractor shall describe the main concepts related to accessibility for people with disabilities

analyse the current legal and socio-economic situation of accessibility for persons with disabilities in the EU

refine together with the Commission the general, specific and operational objectives to be achieved

elaborate on 6 preliminary options, and carry out a Cost/Benefit analysis

[see ToRs on Tender Electronic Daily:

http://ec.europa.eu/justice/tenders/2011/tender_206539_en.htm]

Eurostat

Ongoing survey about “social participation of disabled people”, covering all Member States

Network of academic experts about perceived quality of public transport



Conclusion

Accessibility of the rail system will progressively become measurable

- Harmonized tools: ERATV, RINF; however
 - No full system coverage
 - No public access
 - ➔ EU Member States to comply with Art. 31.3 of UN convention using derived means

Intermediate benefits (traffic) through improved accessibility are difficult to observe and interpret

- PRM definition is too wide to allow comprehensive stats
- Disabilities definitions : work in progress
- Causality links with accessibility measures are difficult to establish (except in sample cases)

Assessment methodology needs to be established first