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SYSTRA

DELIVERING SOCIAL, ECONOMIC & ENVIRONMENTAL VALUE THROUGH STATION PLACEMAKING

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SYSTRA



What is station placemaking?

- Built environment connecting station to local community
- Station features and facilities



Station placemaking case studies



Bologna Light Rail Red Line – Italy



Nottingham Tram – U.K.



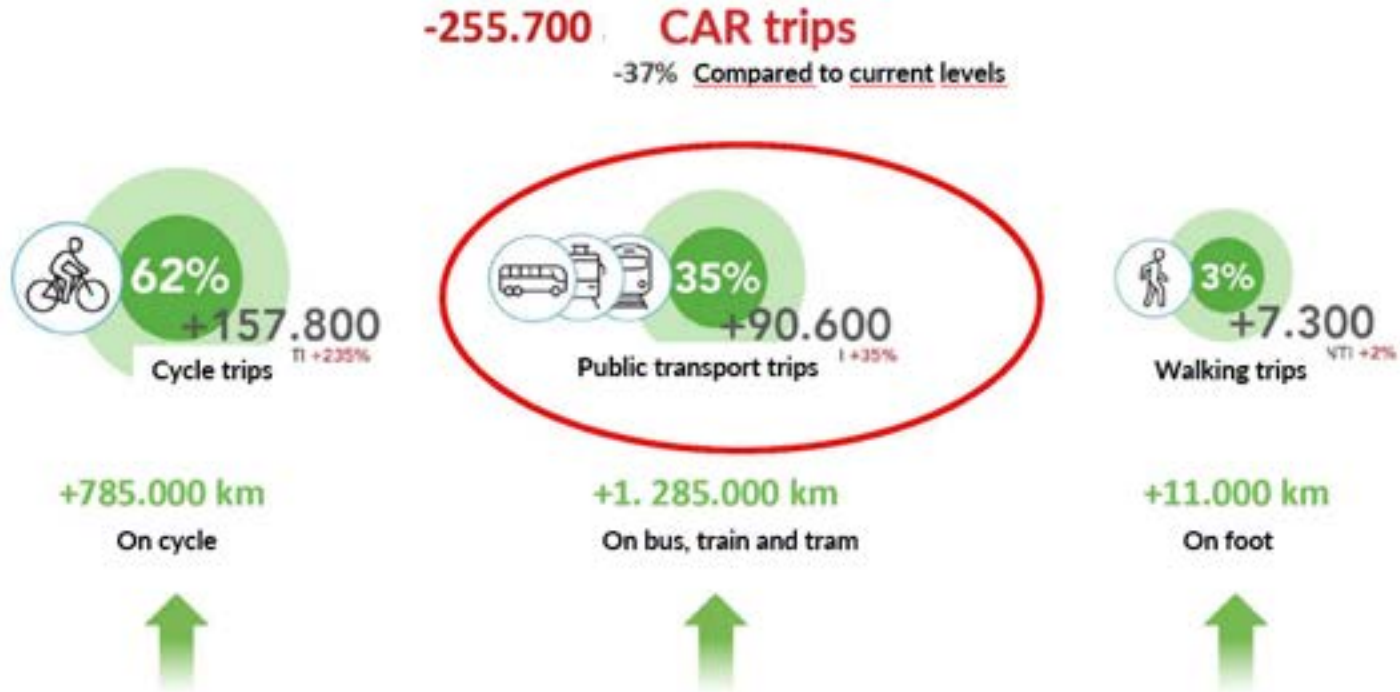
Tyne & Wear Metro – U.K.

Case study 1: Using light rail as a catalyst for improved placemaking in Bologna



Bologna Light Rail: a clear decision

Transport Analysis and Mobility Goals for 2030



Bologna Light Rail: the Red Line

2017	Decision-making, feasibility & funding
2018	
2019	€510m funding awarded
2020	Design & project approval
2021	
2022	Tender procedure & design phase
2023	Start of works
2024	
2025	
2026	Start of operations



Bologna Light Rail: placemaking principles

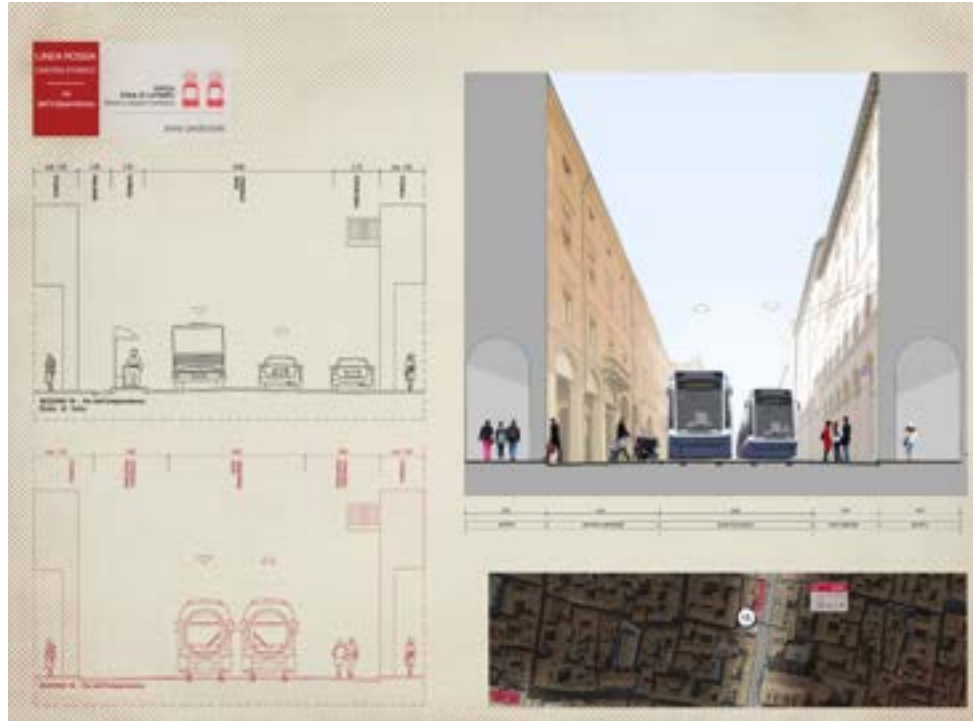
1. Profound knowledge of the 'urban fabric' of the LR corridor and related functions
2. Light rail corridor is completely separated from road traffic «marcia-tram»
3. Regulations aimed at making the Tramway Bologna's primary transport backbone:
 - i. Reduction in cars: restricted areas, new roads design ---> By 2026: 54,600 daily trips transferred to PT.
 - ii. Intermodal and integrated PT vision (bus – tram)
 - iii. Park and ride (7 new sites created)

Lessons learned elsewhere in Europe:



Bologna Light Rail: design features

- New pedestrian areas in the city centre



Bologna Light Rail: design features

- Catenary-free



Bologna Light Rail: design features

- Uncovering of an old canal



Bologna Light Rail: design features

- Parks and green areas
- New cycling paths



Bologna Light Rail: design features

- Inter-modal hubs

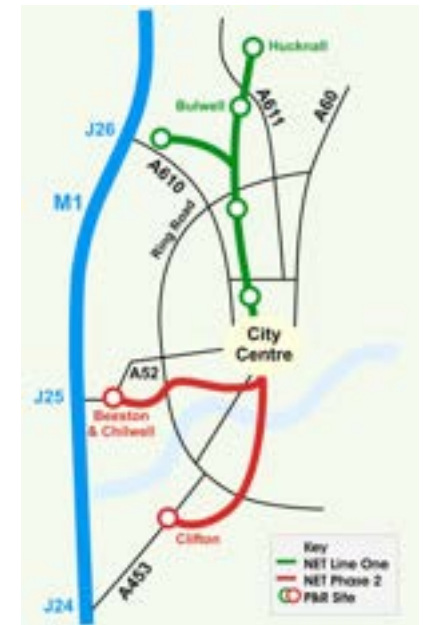


Case study 2: Nottingham Tram – improving accessibility and reducing social isolation



Nottingham Express Transit (NET)

- Line One opened 2004
- Phase Two opened 2015



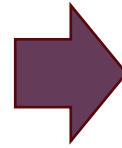
NET stop accessibility features

- Level boarding at all stops
- White platform edges and tactile paving
- Wheelchair markings to indicate boarding points
- Emergency help points
- Passenger shelters
- Well-lit and 24-hr CCTV



Impact on mobility-impaired users

Facilitated access to employment opportunities, services and leisure destinations



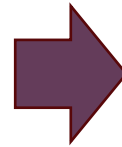
50% of mobility-impaired commuters stated that the change in workplace would not have been practical without NET

Increased frequency of travel



~40% of mobility-impaired passengers now travel more frequently than before

Improved quality of life



86% of mobility-impaired passengers stated that the NET had considerably improved their quality of life

Case study 3: Delivery of social value on the Tyne & Wear Metro



Tyne & Wear Metro

- Opened 1980
- Sunderland extension opened in 2002



Social value of rail



Social: Wellbeing of individuals and communities



Financial: Economic wellbeing of society

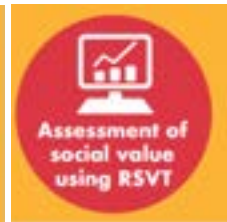


Environmental: Vitality of the social and physical environment

How do we measure the social value of rail?

The Rail Social Value Tool (RSVT) has been developed by the RSSB to quantify the social value of rail using 500 social value indicators across 12 impact areas.

Social value of the Tyne & Wear Metro study:

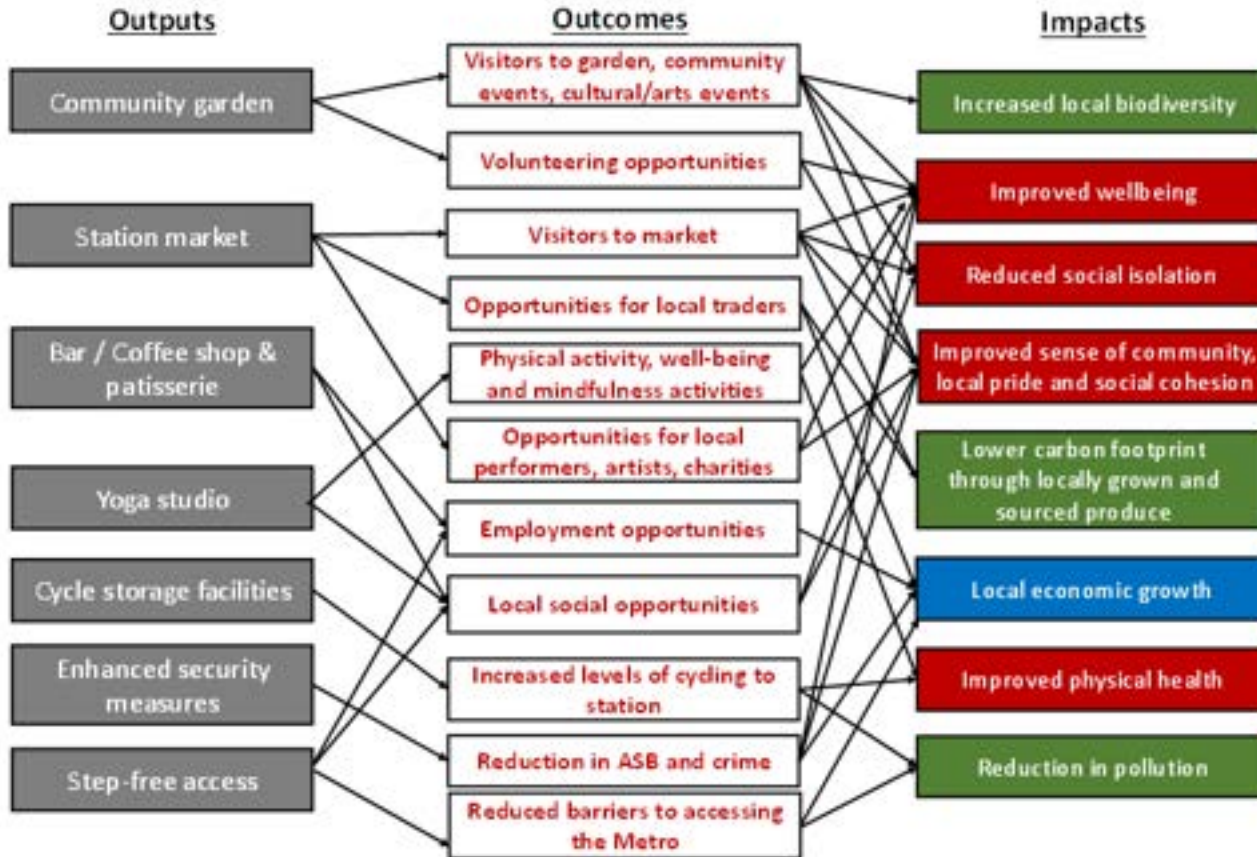


Station case studies

- Social value placemaking, facilities and features identified at four stations and monetised using the RSVT



Station case studies



Strategic objectives of North East Transport Plan:

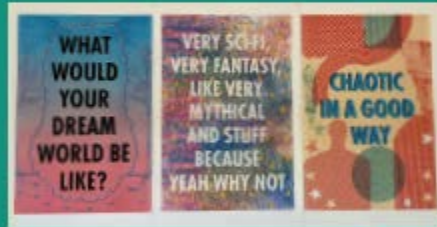
- Healthier North East
- Safe and secure network
- Overcome inequality and grow our economy
- Carbon neutral North East
- Appealing sustainable transport choices

Network-wide initiative case studies

- Social value impacts due to initiatives that cover the whole Metro network or a group of stations were also assessed

Arts Projects

30+ permanent art displays across the Metro and other public transport infrastructure over past 30 years



Improved wellbeing & physical health



Improved sense of community, local pride & social cohesion

Social impacts

Accessible Stations

All Metro stations provide step free access complying with DfT design standards

Total monetised social value (2022/23):

£1.44m | Escalator

£0.67m | Lift

£0.14m | Wide aisle gateline

Social impacts



Reduce social isolation



Improved wellbeing & physical health

Community Takeover

Regional arts and dance showcase held during 2021-2022 facilitated by Metro staff and/or held at or around the Metro stations



Reduce social isolation



Improved wellbeing & physical health



Improved sense of community, local pride & social cohesion



Local economic growth

Social impacts

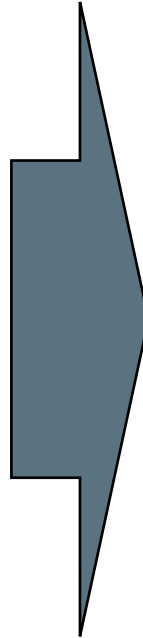
Summary: Lessons from Bologna, Nottingham and Tyne & Wear



Benefits of station placemaking

Station placemaking, features and facilities:

- Public realm around stations
- Station accessibility
- Station security
- Active travel provision
- Creation of green spaces and increased biodiversity
- Station usage for retail, hospitality and commercial purposes
- Station usage for community purposes



Impacts:

Improved health and wellbeing

Increased sense of community, local pride and social cohesion

Reduced social isolation

Reduced crime and ASB

Local economic growth

Increased rail demand

Increased local biodiversity

Reduced local pollution



SYSTRA



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