

Have your say on the next stop for Britain's railway stations



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A photograph of a railway station platform. A train is blurred in motion, moving from left to right across the frame. The platform has a modern, covered structure with a metal roof and support beams. The lighting is soft, suggesting dusk or dawn. The overall scene is dynamic and captures the essence of a busy railway station.

Action Stations

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Play your part in shaping the future



Action Stations is a new Network Rail initiative aimed at getting you, the people, talking about the future of stations. We're outlining a 10-point plan for what we believe should guide stations for the next 20 years.

All our stations should aim to:

- 1** Be safe, secure and easy to use
- 2** Provide the information needed for passengers to plan their journeys
- 3** Allow quick and easy transfer to other forms of transport
- 4** Attract people to use the rail network
- 5** Have a positive impact on the environment

Our managed stations should also aim to:

- 6** Be places people want to work, shop and travel
- 7** Showcase good British design and safeguard our heritage
- 8** Provide a hub for other modes of transport
- 9** Act as a catalyst for the development of our major cities
- 10** Anticipate the changing and dynamic needs of our passengers

We want your views – so tell us what you think

Stations today

There are over 2,500 stations in Great Britain, but just 18 – the biggest and busiest – are managed and run by Network Rail. The remainder are 'rented' to train operating companies, such as Northern Rail (462 stations), FirstScotrail (343) and Arriva Trains Wales (244).

While the train operators are responsible for the day-to-day running of their stations, Network Rail looks after the fabric of the station and leads major improvements and their long-term future.

£2.1 billion has been invested in stations in the past five years while a further £3.25bn will be spent in the next five. And we have exciting plans in place to address the stations where congestion is greatest, as well as plans to open brand new stations.

More escalators and lifts, better access for everyone, new entrances and footbridges, longer platforms and more car parking spaces are just some of the improvements we have made to Britain's rail stations.

We are proud of these achievements and want to continue making your stations and journeys better. That is why we are introducing our Action Stations 10-point plan, to give you the opportunity to have your say on your stations.

The story so far

Britain's stations are getting better. Action Stations is our 10-point plan to deliver better stations and facilities for passengers.



A great deal has already been achieved, and we are working with industry partners to improve stations for passengers in the coming years. Here are just a few examples of the work we are carrying out.

CASE STUDY 1 Building a bigger, brighter King's Cross

The largest single investment in the station since King's Cross was built in 1852 is underway.

Over 40 million people use King's Cross every year. We are building a new platform, a larger concourse, better shops and easier access.

The new design is focused upon restoring King's Cross' position as a truly great station, with the historic Lewis Cubitt façade again taking centre stage.

Due for completion in 2013, the new King's Cross is acting as a catalyst for the redevelopment in the heart of London.

CASE STUDY 2 Laurencekirk station

After more than 40 years, passenger trains have returned to Laurencekirk station in Aberdeenshire, Scotland.

The station was re-opened this year having been closed since September 1967.

The £3.5 million project included the refurbishment and restoration of the station building, a new accessible footbridge and two new platforms.

The new station will provide a direct public transport service and commuters will be able to take advantage of 11 services northbound and 10 services southbound during weekdays.

36,000 people are expected to use the station each year, many of them taking advantage of a train service for the first time.

CASE STUDY 3 East Midlands Parkway

One of the greenest stations ever built opened earlier this year at East Midlands Parkway.

The high-tech station, built using the latest in modular design and construction to minimise its carbon footprint, is already proving a success with passengers.

The station is now served by more than 100 train services each day, with trains to and from London every 15-20 minutes at peak times.

To integrate with other modes of transport, it also acts as a park and ride station for Leicester, Derby and Nottingham.

CASE STUDY 4 Access for All

'Access for All' is a major £370 million, 10-year project, funded by the Department for Transport, which will make more than 200 smaller stations across the country more accessible for everyone.

Kingston station, a £2.1 million project delivered by Network Rail under 'Access for All', has seen the installation of two new 16-person lifts to provide step-free access from the platforms to the subway, ticket hall and station entrance. The new facilities mean passengers with mobility problems can bypass climbing a steep slope and stairs.

Smart investment



With more people using the railway and over 2,500 stations, many much loved for their heritage, Network Rail has to balance the multiple demands for money. Are we making the right choices?

Whenever possible we look to join forces with the train operating companies, local councils, Regional Development Agencies and Passenger Transport Executives to encourage as much investment as possible into stations.

CASE STUDY 5 Raynes Park station

South West Trains this year completed an extensive refurbishment of Raynes Park station in south west London. The refurbishment included a new ticket office, new gate line with replaced ticket barriers, new toilets and new flooring and paint throughout.

The station refurbishment, which provides a link for services between Greater London and the centre of the capital, represents how those within the industry other than Network Rail can play a part in delivering improvements to Britain's rail stations.

CASE STUDY 6 Leeds station

In Leeds, we are working with the West Yorkshire PTE (Metro) to deliver a scheme to build a new station entrance to the south side of Leeds station.

Around 100,000 people use Leeds station each day (the biggest footfall outside London and Birmingham). Once completed around 17,000 people will use the entrance to get from south Leeds, helping to reduce walking distances while giving communities and businesses better access to the city centre.

The project is expected to take around eight months to build and the new entrance will open by 2012. The cost of developing the scheme is funded by Network Rail and Metro.

CASE STUDY 7 National Stations Improvement Programme

Network Rail is not just focused on the big stations. Together with train operators and the Department for Transport, we are spending £150 million to improve 150 of the busiest medium-sized stations in the country.

Ormskirk was the first station to benefit from these improvements. The Grade II listed structure, owned by Network Rail and managed by Merseyrail, was refurbished in a £1.8million project that included the provision of an eco-friendly rainwater harvesting system, LED lighting and improvements to the booking hall, waiting room and passenger information systems. The station entrance had a new canopy installed while the platform canopy was completely refurbished.

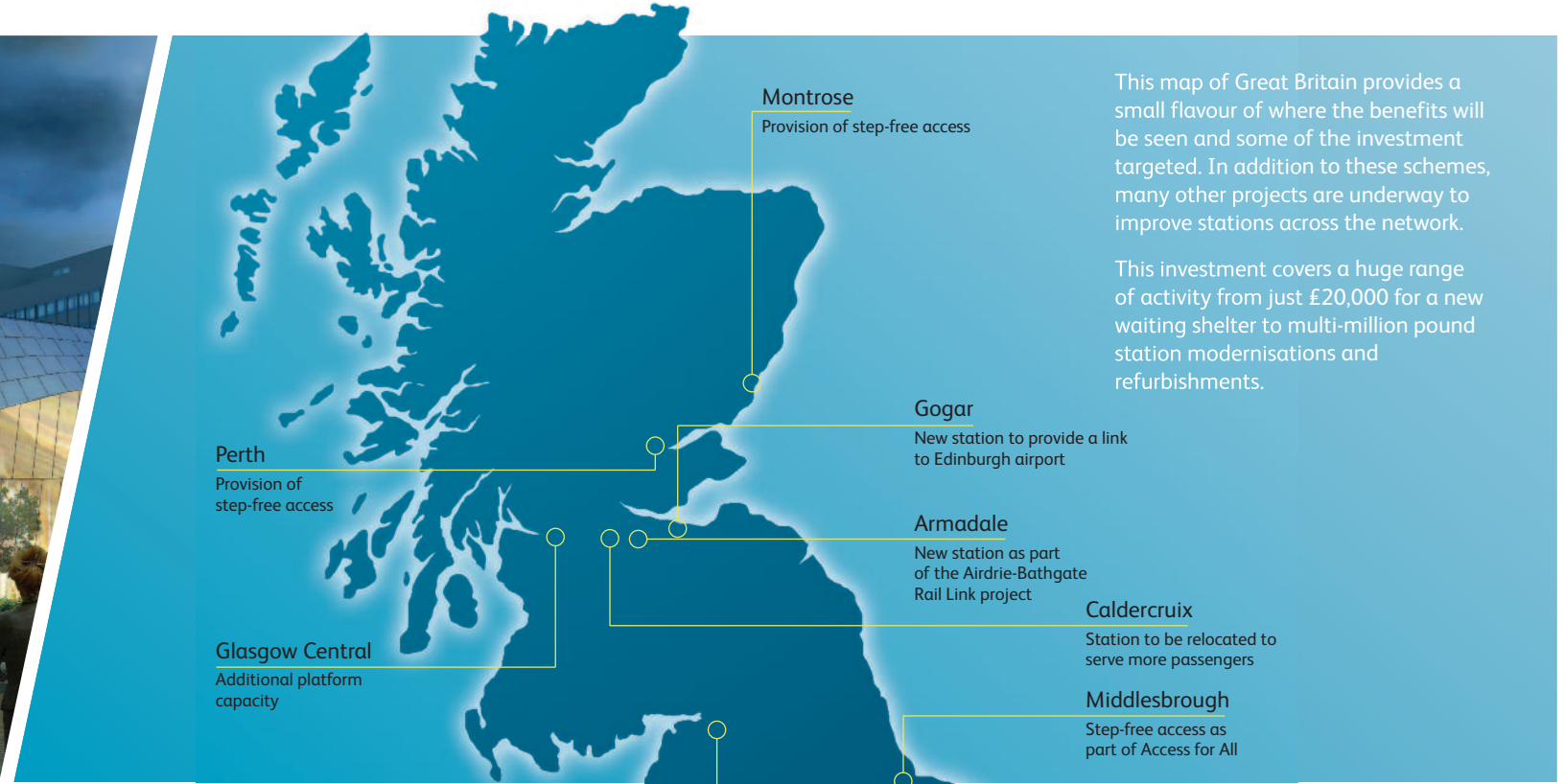
The project was led by Lancashire County Council and also involved the Railway Heritage Trust, Merseytravel, West Lancashire Borough Council and the Northwest Regional Development Agency (NWDA).

CASE STUDY 8 Regeneration

Network Rail owns many brownfield sites across the UK. Many, with the right partnerships in place, can be redeveloped to provide better stations and a sustainable income stream for years to come through residential, retail and commercial property.

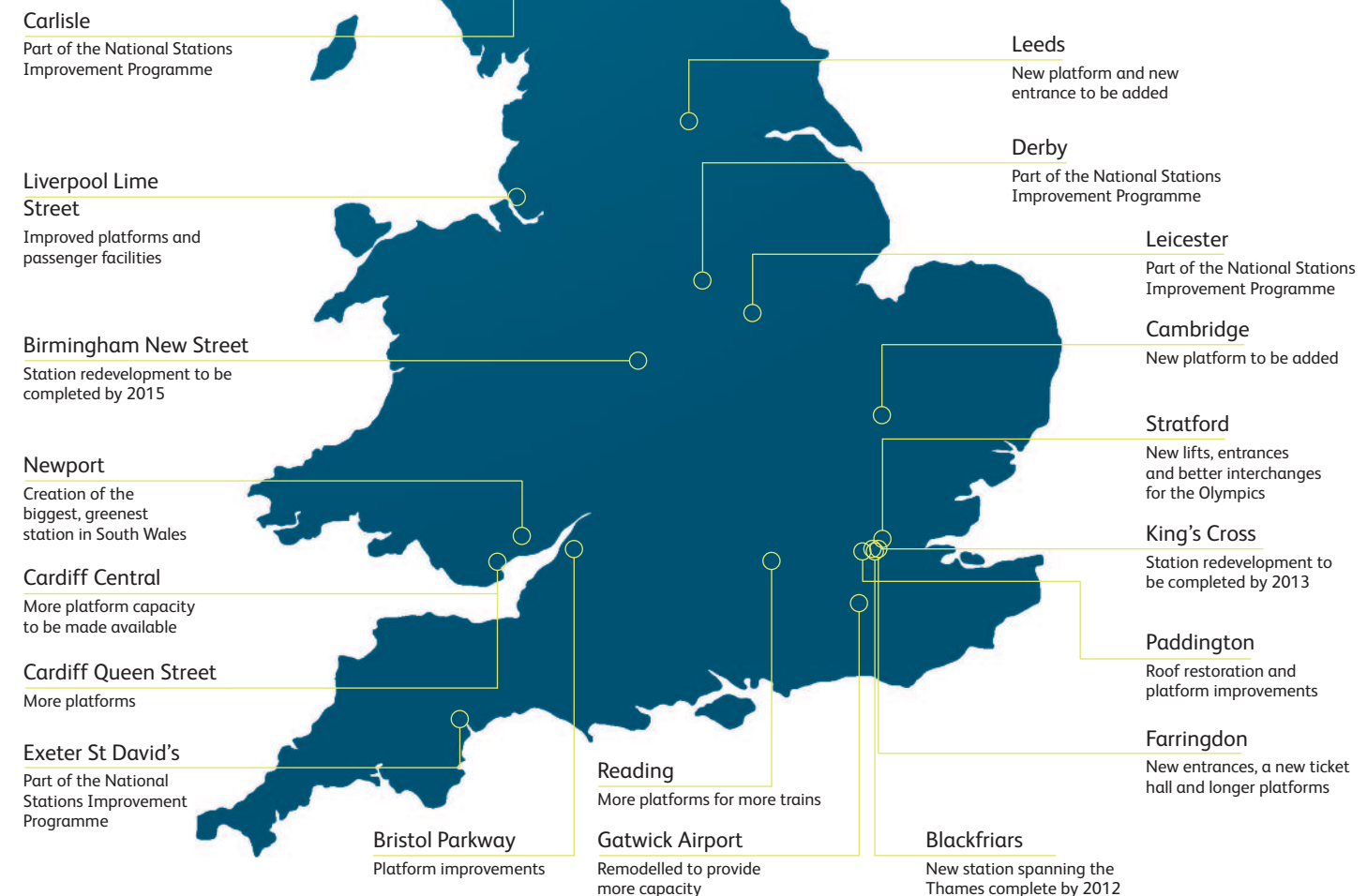
The first is an innovative multi-site joint venture, split 50/50, between Network Rail and Kier Property. Under a joint brand of Solum Regeneration, it will see a number of stations, including Enfield Town, Epsom, Guildford, Maidstone East, Twickenham and Walthamstow benefit from improvements paid for without cost to fares or the taxpayer.

The immediate future



We are ambitious for our stations and have secured significant investment over the next five years – some £3.25 billion to operate, maintain and improve Britain’s stations.

Through a mix of Network Rail, Department for Transport, Transport Scotland, Welsh Assembly, train operators and other third party funds, over 2,000 stations will benefit from all the investment being made.



The next stop...

“Significant progress has been made to deliver the stations which people want. To take this to the next level we need to make sure the investment choices we make in the future are the right ones and are what people most value and want to see.”

IAIN COUCHER / CHIEF EXECUTIVE / NETWORK RAIL

To do this we have 10 principles we think will help guide us to make good decisions. This is our *Actions Stations 10-point plan*.

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Hearing your thoughts

The vision outlined is taken from recommendations we have received from the industry and lessons we have learnt since we came into existence in 2002.

Without incorporating the voice of the millions of passengers and stakeholders who rely on stations every day, creating and implementing the right vision will be impossible.

This is why we have teamed up with Pricewaterhouse Coopers (PwC) to begin the process of testing our vision among those whom it will benefit.

What happens next?

This document touches upon just some of the progress Network Rail has made at Britain's railway stations. It is also designed to be the starting point for a longer conversation about the future of stations.

To make the conversation valuable, we are keen to gauge the views of people whom stations impact upon.

Over the coming months, a series of focus groups led by PwC will test the vision we have published and will offer views on how we can collectively achieve it.

Importantly, we want to draw on expertise and experience of stations to inform our views.

You can have your say at www.networkrail.co.uk/actionstations

In particular, we want to know:

- Whether the 10-point blueprint is right?
- What areas should be priorities?
- Who should be involved in leading this?
- How can the objectives be best delivered?

The findings will be compiled and analysed ahead of the publication of the Action Stations report in 2010.

Join the debate...