Dissertation - Conservation of Railway Station Heritage by Train Operating Companies

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Being a dissertation submitted to the faculty of The Built Environment as part of the requirements for the award of the MSc Spatial Planning at University College London, I declare that this dissertation is entirely my own work and that ideas, data and images, as well as direct quotations, drawn from elsewhere are identified and referenced.

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Glossary

Term / Acronym	Full Title	Definition
HRS	Historic Railway Station	Railway station with historic significance and/or statutory listed status that is currently open on the active National Rail network of England
TOC	Train Operating Company	Private companies or conglomerations operating rail services on franchise contracts and station leases agreed with the UK Government's Department for Transport. Currently, twenty-four train operating companies run passenger services on the national railway network, 19 of which manage stations. Full list: https://TOCsintheUK.
DfT	Department for Transport	UK Government department responsible for infrastructure policy, management and planning
Constructive conservation		Term advanced by Historic England in the National Heritage Protection Plan (2012), promoting conservation attitudes and approaches that seek to keep listed buildings and settings in active public use (Optimal Viable Use) and achieve sustainable growth from the historic environment.
The Beeching closures	Reshaping Britain's Railways, 1963	2,363 stations were condemned to closure as the result of Dr Richard Beeching's 'Reshaping of British Railways' report of 1963
MRR	Management, Restoration and Repair	The official rail industry term for the maintenance and upkeep of stations
RHT	The Railway Heritage Trust	Set up in 1985, The Railway Heritage Trust's objective is to assist operational railway companies in "the preservation and upkeep of listed buildings and structures, and in the transfer of non-operational premises and structures to outside bodies willing to undertake their preservation."
BR	British Rail	The body responsible for overseeing Britain's nationalised railways between 1948 and 1993.

Abstract

England's historic railway stations are once again back in the public eye of rail operating companies, passengers and consumers. There is increasing evidence that well-conserved historic stations are helping reinvent the experience of rail travel itself and drawing community and commercial activities back to station settings. Yet within Britain's current privatised rail franchise system there are few if any contractual obligations for Train Operating Companies to undertake such conservation work beyond routine maintenance and statutory planning duties to listed buildings. This dissertation presents the findings of a study into how England's designation base of listed stations is managed, and the extent to which the TOCs managing these stations are incentivised to incorporate heritage-led management approaches into their commercial rail offer. The study found that despite a lack of clear heritage conservation planning guidance, inconsistencies in existing statutory planning protection and inconsistent contractual franchise obligations and lengths, many TOCs are in practice exceeding their statutory and franchise duties, a pattern being increasingly recognised by the industry's annual National Railway Heritage Awards and Railway Heritage Trust grants. Being highly adaptable, multifaceted vernacular buildings, it is also clear historic railway stations offer 'conservation conscious' rail operators lucrative opportunities to develop their commercial branding, generate retail income and build closer relationships with communities. It was therefore encouraging to see how increasingly collaborative approaches to conservation and planning between rail industry operators and the Railway Heritage Trust have kept heritage-led conservation practice very much central to the management of stations, despite immense capacity and modernisation pressures. Whilst there is still evidence that some TOCs are undertaking almost no conservation work at all, the results suggest most TOCs are ready to be given stronger contractual responsibility and obligations to conserve historic stations within their franchise agreements, benefiting not only their commercial operation but railway station heritage at large.

1 Introduction

"The ascendant Victorian Society has long glorified churches, mansions and town halls. Now, at last, it has peered beneath the soot and grime and found a Cinderella of the age…" (Jenkins, 2017)

Historic Railway Stations (HRSs) have punctuated the social and physical landscape of Britain for over 150 years and remain one of our "most distinctive and best-loved building types" (Parissien, 2014). Despite being in large part a Victorian inheritance forgotten beneath 'soot and grime' throughout the 1970 and 80s, HRSs today are living, multifunctional places with destination value, serving as much as the gateway for rail passengers and industrial high streets for consumers (Froy & Davis, 2017; Ross, 2000). One need look no further than the 'poster-child' restoration of Gilbert Scott's St Pancras station, or Thameslink's 2018 restoration of the listed railway arches at London Bridge, to observe how well-conserved historic stations can reinvigorate not only the experience of rail travel but also house valuable retail and community amenities, from bars, restaurants to stationers and supermarkets (Edwards, 2013). Whilst heritage conservation and statutory planning designation are not assumed to preclude such "adaptive reuse", with many listed stations altered to perform very different functions from those originally intended, there exists a large research gap in how obligations for managing heritage stations are defined, both in planning policy, and the management agreements and practices of rail operators (Lawrence, 2018).

This dissertation will address the following issues affecting current conservation practises and HRSs:

(1) The lack of clarity over the current stock of operational listed railway stations in England, who manages them, and arbitrary inconsistencies in the statutory designation process itself (Kinchin Smith, 2014);
(2) The extent to which Train Operating Companies (TOCs) are adopting heritage management approaches to conserving their station heritage (Rewse-Davies, 2000) and the contractual terms by which they are obliged to do so;
(3) The lack of cohesive conservation planning guidance specific to managing railway stations/HRS (Burman, 2014);
(4) A dearth of serious high-quality academic research assessing conservation practices and threats affecting HRS since privatised rail franchises first began in 1994, in an age of rail modernisation on a scale not seen since the Victorian age.

Before assessing the body of literature that exists on railway station and conservation, a brief overview of their history and current franchise management is needed.

1.1 Rail Franchising and Historic Railway Stations

Britain's railway network was the first created in the world. Built largely by private enterprise companies, special efforts were made to build interesting station architecture as part of their intensely competitive branding, as many of them operated competitive stations on the same routes. For these Victorian pioneers, the architectural quality of stations, as well as their branding and their amenities were vital to the magic of the railway experience. Equally striking was the way station design evolved to solve issues of layout and public usage, making stations a readily identifiable vernacular building type (Historic England, 2017). 150 years on there is still a considerable stock of these buildings (513), most of which are listed for their special historical or architectural interest and ranging greatly in style, with examples from almost every historical period (see Figure 1). Of this stock, 271 stations are still operational on today's railway.

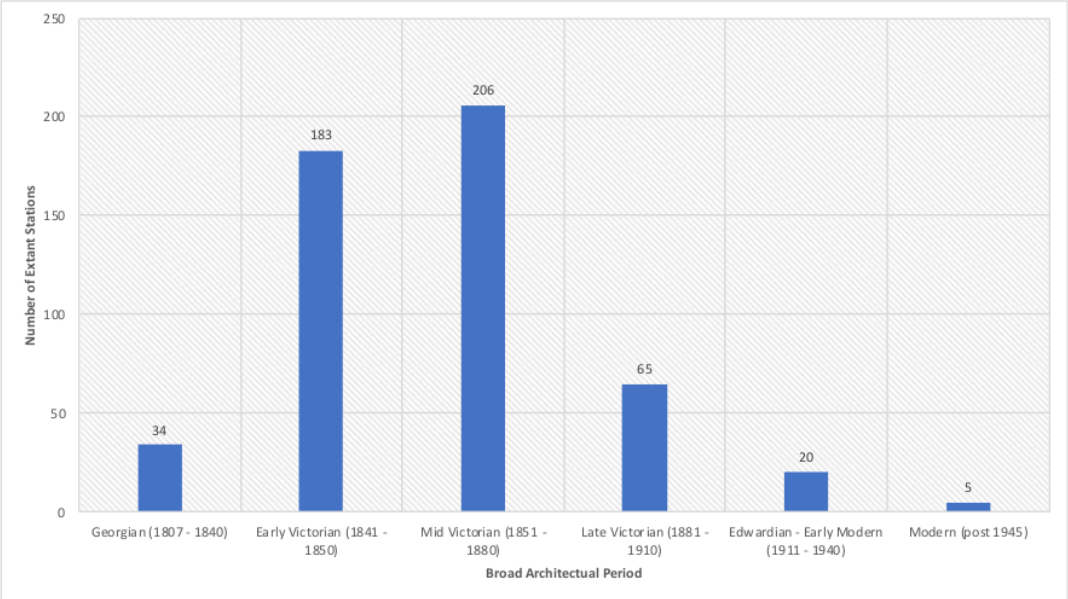


Figure 1 Breakdown of extant railway stations by period

Having been nationalised after the war under British Rail, Britain's railways reverted to a semi-privatised 'Franchise' system with the Railways Act of 1993. Under this regime, all stations are owned by 'Infrastructure Manager' Network Rail, with 19 TOCs operating services and stations across pre-ordained geographical network areas in England (for maps see Appendix 1). Management, Restoration and Repair (MRR) of stations and statutory planning duties with regard to heritage assets are the responsibility of the Station Facility Operator (SFO). Network Rail is SFO for England 20 largest stations, with the remainder (2527) managed by TOCs. Franchising is a purely contractual process, based on the DfT setting out a 'specification' for what it would like a franchisee to do over a set period (level of service, station upgrades etc.). TOCs then bid for the right to operate a franchise to that specification, and typically only undertake the maintenance and minor works specified in the terms of their contract. The tenures for current franchisees are listed in Figure 1.

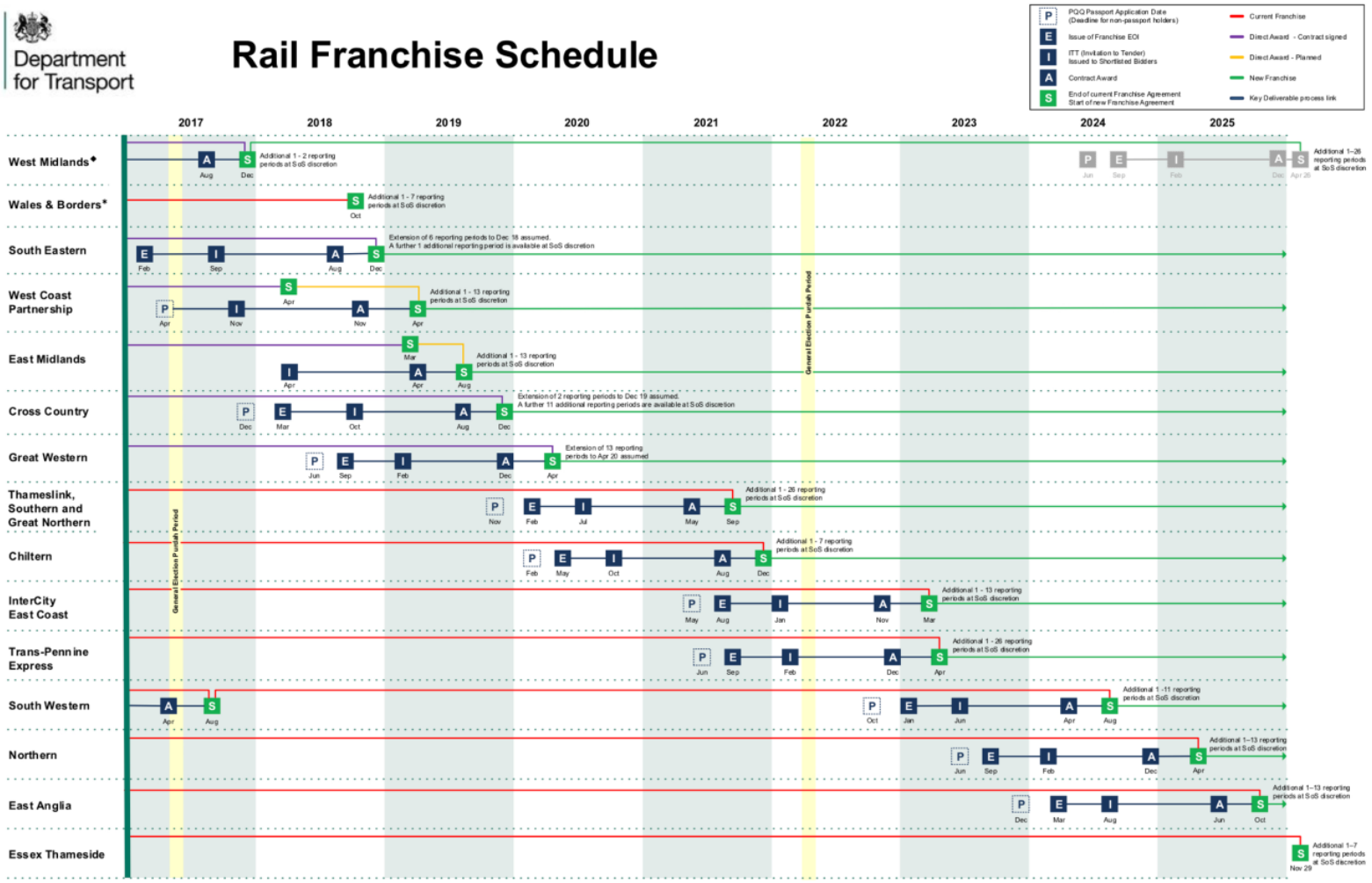


Figure 2 Tenure periods for current franchisees (2017-2018 update)

Franchise lengths are limited by EU Law to 15 years, and the DfT has traditionally taken a cautious approach to letting longer franchises (something that many operators have argued as being overly rigid) acting as a limitation rather than incentive to undertake long-term changes at stations. This looks to be changing with the award of a 99-year station lease to TOC Greater Anglia in 2018, the DfTs most recent pilot scheme hoped to encourage improved station planning initiatives by TOCs without state or Network Rail funding. The key point to note is that, prima facie, under the current franchise model, there are few legal obligations on TOCs to have a measurable interest in conservation within their planning regimes. Nevertheless, there are many good examples which go to show that, in some cases, stations are conserved better than one might pessimistically expect.

2. Literature Review

Introduction

There is no lack of academic literature surveying the architectural history and features of HRS in England. Stratton (2014) provides a comprehensive, if now outdated, bibliographical overview of this literature by period, and it is beyond the scope of this study to recount or improve on this impressive and interesting history. However, as Steven Parissien rightly emphasises (2017), what is notable from these "endless shelves of literature on the railways" is that they "contained almost no books on the railway station" pre-1985. This dearth of academic literature reflected just how low the profile of station heritage had gone more generally since the Second World War. With the establishment of the Railway Heritage Trust (RHT) in 1985 and the Royal Society of Arts and Cubitt Trust's splendid report *The Future of The Railway Heritage (1985),* came change, with stations - and crucially their conservation - returning to public consciousness. By the 1990s a large body of gazetteers and anthologies had emerged, some responding to concerned voices in the conservation community, as the full scale of Beeching's station closures in the 1960-70s was realised (Biddle, 1973; Lloyd & Insall, 1978; Binney & Pearce, 1979), with others painting a more positive outlook (Biddle & Nock, 1983; Biddle, 1986). Many of these volumes remain incomparable architectural guides to HRSs, and did a great deal throughout the 1980-90s to put "this most important and characterful of building types" (Parissien, 2017) back in the view of British Rail, often by exposing the sheer scale of HRS (mis)management (Sheppard, 1996).

A substantial strand of almost all railway station literature deals with the heritage management legacy of British Rail (BR), who oversaw Britain's nationalised railways between 1948 and 1993. Simmons & Biddle (1997) recall how a policy of "official neglect" was adopted towards historic stations as BR struggled to balance dreams of a "clean directness" in modern station design and a preference for total redevelopment, with fast deteriorating heritage assets termed "the crumbling edge" by erstwhile Chairman of BR Peter Parker (Parker, 1989: 8). Hanson noted in the 1970s how BR saw historic stations as anachronistic, and that following the infamous demolition of the Euston Arch in 1961, it was clear that "those who run our railway have little or no interest in the heritage of which they are the nation's custodians" (1977). Whilst Jenkins argues there was no doubt that "many historic stations and their associated buildings were far too large for current operational requirements" (1984), in trying to hit financial targets, BR rationalised many HRSs to the point of semi-dereliction, creating impressions of either not caring or "being in retreat" (Ross, 2000). The legacy of this cost-saving mentality has continued to undercut the management of many HRSs, with

a tokenistic lick of new paint in the original railway company livery, still the go-to conservation approach of many TOCs, to obscure continued decay of historic station fabric.

Emerging from widespread literature criticising of BR's disdain for heritage stations have come more positive reflections on what can be learned from their poor conservation legacy. Yates and others have explored how a more custodial and enlightened approach to conserving listed stations, has led to more robust designation guidelines, and a culture of 'constructive conservation', promoted by Historic England as a more effective approach to balancing the impacts of development impacting designated heritage assets (2014). Lawrence (2018) and Parissien (2017) look to other positive opportunities for TOCs and Network Rail, in particular how conservation might be achieved through finding new uses for disused buildings which help promote the branding of HRSs as community and commercial spaces, which in turn allow for the funding of architectural conservation of station fabric and setting (Broto, 2012).

Despite the valuable contribution made by railway literature in the latter years of nationalised railways, relatively few comparable anthologies have emerged documenting the state and management of HRSs since privatisation in 1993. Some magnificent exceptions exist in the seminal texts compiled by Peter Burman (1997), Ross, (2000), Holder & Parissien (2004), Gordon Biddle (2003), Steven Parissien (2017) and David Lawrence (2016 & 2018). Whilst these volumes record valuable detail on the evolving material state and public perception of railway station heritage in the late 20th / early 21st centuries, few address the lack of critical debate regarding how HRSs are managed by today's private rail operators (Ross, 2000). It is from this research gap that a number of emerging perspectives on conserving, planning and managing HRSs arise, forming the basis for renewed exploration and debate in this dissertation. These debates can be categorised under three key headings: (2.1) Contemporary uses of station heritage; (2.2) Threats to historic railway stations; and (2.3) Contemporary conservation practices.

2.1 Contemporary uses of station heritage

A strong theme in contemporary station literature is the value of stations as *places* with social and branding potential as opposed to purely utilitarian *spaces* "at which passengers join or leave trains" (Parissien, 2014; Pick, 1916). Excellent station compendiums edited by Peter Burman (1997) and Julian Ross (2000), explore how well-conserved HRSs are once again becoming 'stopping places', attracting social and commercial uses for rail consumers, and opportunities to rail operators, much as they were originally built to do by the Victorians (Biddle & Spence, 1977). Two sub-topics emerge from this literature on re-using station heritage: (1) HRSs as a multifaceted building typology; (2) Branding and Visual Personality.

A Multifaceted Typology

Introducing his 2004 study of contemporary British transport architecture, Edwards provides an interesting account of how the railway station has become an invaluable multifaceted building typology, distinct from other transport hub typologies for being as much a destination to dwell for pleasure as to travel through. Whilst Edwards' overview is light on heritage specific detail, Parissien (2017) explores how the design quality and aspirations of our HRSs is attracting both commercial and community uses

back to the railway, citing in particular the renaissance of hospitality and commerce at HRS of all scales, from rural interchanges to major urban termini. He argues that the return of hotels, pubs and retail to many disused heritage station buildings, on a scale not seen since the early 20th century, is proof of how sustainable re-use of railway heritage offers unique public benefit. In his amusing (but deadly serious) cuttings, Private Eye's long-time planning and architectural columnist, Gavin Stamp (or 'Piloti'), argues that HRSs are, by design, magical places akin to 'public resorts'. Quoting Frank Pick in 1992, Stamp reminds planners and operators that 'waiting' is a special and indispensable feature of HRSs: "It might almost be said to be the chief feature, and around waiting, spring up many wants. A refreshment room…for instance…Who can wait patiently with the clinking of glass sounding next door, or resist the aroma of coffee as it wafts through the opening and closing door?" (Pick, 1930).

Given the unassailable rise of cafés, pubs and stationers at stations, and retail growth 4.33% higher than the average UK high street (-0.86%) in 2018-19, perhaps Network Rail and many TOCs managing HRSs have heeded Stamp's advice (Network Rail, 2019)? Adding further weight to the value of finding active uses for HRSs, Ross makes the valid point that station hotels, buffet-bars and waiting rooms are all "connected with the primary railway business", as part of a legacy that makes as commercial sense to contemporary station owners as it has always done for historic railway companies seeking to exploit their real estate.

Branding and Visual Personality

In his 2018 anthology of British Rail stations, David Lawrence notes that many HRSs have distinct visual personalities, and often reflect the historic identity of the place they "punctuate". If well-preserved, stations can act as valuable branding environments for the TOCs who manage them (Hebbert, 2012). Hutton (2009) agrees, arguing that vernacular railway heritage is inherently well-suited to the "cultural production of goods and services imbued with high design values and symbolic content", citing how the size and intricate design characteristics of historic railway architecture mirrors the high design value of contemporary retail and production (Hillier, 1999). Expanding this notion, Martins makes a more explicit connection between heritage design to commercial brand value, arguing that the historical and aesthetic characteristics of railway buildings mean that they 'bring their own brand', providing both material and symbolic resources to businesses (2015). It is therefore no coincidence that consumers respond positively when the two are combined, with an increasing number of TOCs making use of well-preserved heritage station imagery (See Figure 3).

Relatively little attention has been paid in academic research to the role well-conserved HRSs often play in reflecting the public image their operator wishes to project. Two authors do, however, tackle this point in some detail. In his 2014 survey of England's railway heritage estate, Kinchin Smith uses well-crafted case studies to show how TOCs who fail to proactively conserve their historic stations often oversee a spiral of decline, with historic features seen as a cost burden (station canopies in particular) rather than an opportunity to project positive branding and a corporate image of good stewardship. This is certainly the case with West Midland Train's management of Worcester Shrub Hill station, explored later in this study. As Ross points out, the

extent to which station heritage is maintained by TOCs plays a critical role in displaying to consumers just how enlightened or unenlightened the approach is: 'The design and management of stations is a fundamental tool in projecting integrity. Stations must display the corporate values and high-quality service" that "all enlightened railway companies embody".

Figure 3 One of GWRs most recent marketing station posters. Borrowing the romantic imagery of Enid Blyton's Famous Five novels; an archetypal Brunel-design station stands in the background

2.2 Threats to Historic Railway Stations

A key debate shaping how station heritage is managed and conserved by TOCs is the conflict between 'romantic' and 'utilitarian' notions of what HRSs should function as and mean to the public who use them. Attitudes inevitably differ amongst authors. On the 'utilitarian' side of the debate, Rewse-Davies argues that attitudes towards station conservation in the era of privatised railways has become functional and cost-aware out of necessity, responding to the fact the historic stations were almost always built for the needs of a different time, with large waiting rooms, buffets, ticket offices, post rooms and other operational spaces no longer required by today's railway operators (2000). Furthermore, he reminds us that today's HRSs are operational 'modern movement buildings', and in providing for the pressures of vastly increased passenger usage, heritage conservation practices must adapt to the need for modern amenities, such as CCTV and electronic cabling, which original designs didn't account for. In defence of more 'romantic' perceptions of HRS, Holder and Ross both point out that HRSs still "influence public perception about 'what a railway station should be like', retaining a fundamentally old-fashioned image of well-maintained traditional (i.e. pre-modern) architecture…run for the pleasure of their users" (2004). As David Lawrence concedes, this historic conflict of

perception often leaves rail operators responsible for managing stations as 'commercial entities' at odds with the public, historians and heritage groups, who see railways run as 'quasi-nationalised' institutional pillars for the public good (2018).

Network Rail's 2019 white paper *A Better Railway for a Better Britain*, describes its planning aspiration "to turn a once great but decaying part of our nation's heritage into a growth industry with huge potential for the future". The scale of change proposed has posed a number of planning threats affecting HRSs and how their protection under statutory planning duties and listing designations is managed. Mega-infrastructure projects such as HS2 and the Network's Rail's £9 billion *Rail Upgrade Plan* launched in 2019 are the largest capital investments in railways since Victorian times and their viability is not disputed in this study. However, what is alarming is how they marketed as schemes of 'national significance' in planning terms, superseding all other planning interests and considerations, including designated heritage assets (Lord & Tewdwr-Jones, 2018). Burman argues that TOC contracts are drawn up in an equally de-contested simplified way; station performance, accessibility and capacity are prioritised over heritage listing and conservation, which are seen as operationally anachronistic and prohibitive (2014).

Whilst the conflict between modernising and conserving statutory listed railway buildings is nothing new within the rail industry, Kinchin Smith that the scale and importance now given to rail modernisation schemes in planning terms often leaves very little room for operators or heritage groups to justify opposition to planning applications affecting HRSs within the current planning framework (2014). Enshrined in the UKs planning framework, the NPPF, is a 'presumption in favour of sustainable development', meaning the default response to development in the national interest is 'yes', unless there are policies which might provide 'strong reason for refusal'. Such policies include impact on heritage assets, which is most commonly assessed in terms of degree of 'public benefit' vs substantial or less-than substantial harm caused to the significance of the heritage asset. Kinchin Smith argues that all too often the 'public benefit' of modernisation projects is overly hyped, whilst the significance of designated railway buildings is demeaned as a means of justifying change or loss of heritage. For example, to rail operators, the alteration of listed platform canopies at stations along Brunel's Great Western Mainline, from London Paddington to Bristol, to accommodate overhead wiring (Baxter, 2015), the harm to heritage fabric is "necessary progress" in the public interest of a faster, more reliable and more carbon-efficient railway; but to conservation groups this counts as 'substantial harm' and in extreme cases 'state sponsored vandalism' (Biddle, 2003).

Whilst there is no easy fix for such conflicts within heritage conservation planning, Cossons (2003) suggests that with increased collaboration between Network Rail, TOCs and the RHT, things are changing. The influence of the Railway Heritage Trust has undoubtedly changed the planning landscape for conserving HRSs, with its objective is to assist operational railway companies bringing listed railway buildings back into sustainable use. In this vein Cossons notes there has been growing recognition amongst TOCs that "many of the structures of the first railway age" are proving not only adaptable to the second but are of such historical and engineering interest and architectural eminence that they offer an immense and unrepeatable opportunity to animate the experience of rail travel with a quality impossible to achieve or afford through total renewal". Just how many TOCs are taking up this 'opportunity' is a key question for this study.

2.3 Contemporary Conservation Practices

Notions of stewardship are being given increasing attention in debates concerning how TOCs manage HRSs. Ross and others are clear: good planning, design and management are stages within a continuous cyclical process of "asset stewardship"; but poor management makes later alterations more difficult, and ultimately creates low public expectations and diminished corporate image. Breaking down the management of stations into two distinct parts, the maintenance of fixed (buildings, platforms etc.) and provision of transient assets (rolling stock), Lloyd argues it is stations that overwhelmingly reflect the heritage stewardship of their operators to the everyday passenger, not androgynous rolling stock (2000). Until the 1970s, however, there was little or no recognition within the rail industry of the conservation work going on at stations across Britain's rail network. This was soon to change, with the establishment of the National Railway Heritage Awards in 1979, soon followed by the Railway Heritage Trust in 1985.

'Heritage Gongs' - rewarding good practice

Just as the branding can be considered a public display of a TOC's aspirations and desired corporate image, so too can conservation over time. To recognise and promote this, the rail industry sought to incentivise and reward proactive stewardship by establishing National Railway Heritage Awards (NRHA) in 1979, the only rail industry body dedicated to judging the restoration and upkeep of Britain's railway heritage. Parissien notes that together with the establishment of the Railway Heritage Trust in 1985, station conservation was at last "a subject that government and industry were now taking seriously" (2017). Having modestly launched in 1979 with the aim of "encouraging and rewarding best practice in the restoration and continued upkeep of our rich heritage of railway…buildings and structures" (nrha.org.uk), Parissien notes that "Its accolades are now much sought after by developers, as well as conservationists, and are widely publicised in national media." However, despite the growth in public and rail operator recognition of heritage awards, Parissien, Kinchin Smith (2014) and Lawrence (2016) are the only authors to recognise the important role of the NRHAs in formal railway literature. As such a valuable means of assessing 'the pulse' of contemporary HRS conservation, the work of the NRHAs and RHT will be central pillars in the research framework outlined below.

3. Methodology

3..1 Research Objectives

I. Profiling the listed Railway Station Architecture of England, establishing the current stock of operational listed railway stations and their designation, the TOCs and Infrastructure Managers (Network Rail) who manage them, and contractual planning obligations that shape investment in their conservation and upkeep.

II. Surveying the recognition TOCs and Network Rail have received since 2014 for heritage-led approaches by using the annual NRHAs and RHT project reports to assess trends and rank conservation performance across the TOCs.

III. Examining case studies of approaches taken by TOCs to conserving their listed station heritage, two exceeding their contractual planning obligations and one not.

IV. Assessing the positive role heritage can play in the brand marketing of TOCs and rail travel more generally

3.2 Research Methodology

The research methodology of this thesis drew both on quantitative methods and qualitative analysis. It is organised into three distinct parts, differentiated by decreasing spatial scale: (1) establishing the operational listed station estate, currently managed by TOCs in England, and the contractual obligations for conservation planning, set out between them and the DfT; (2) ranking the conservation performance of TOCs according to recognition in annual NRHAs and RHT project reports data; (3) using three case studies to show varying degrees of conservation-conscious management in practice. Parts (1) and (2) necessarily required the collation and quantitative assessment of policy, listing and contractual management data, which was not easily accessible or available without considerable investigative efforts, and determined information requests (from TOCs). As current policy, conservation and management practices relating to HRSs are largely unresearched in academic literature, all three parts involved qualitative judgements and analysis.

(1a) Beginning at the largest spatial scale, the total estate of HRSs in England and the contractual agreements governing how they are managed and conserved by TOCs were established. Three tasks were required: (A) analysing the complete designation list of English railway structures from Historic England (5,100 entries), and reducing it down to a working data set showing the listed station buildings on the active national rail network; (B) cross-checking this data set of 271 entries against official statistics from the Office for Rail and Road (ORR, 2018-2019) to establish the TOCs managing these listed stations and cross-examining this against Historic England's 2014 overview of England's Railway Heritage designation base to gain the total number of station assets, by Grade listing per TOC; (C) with this information established, I recorded and examined the key statutory obligations pertaining to HRS conservation planning and management, as set out in the UK Government's contracts with each TOC, contained in the DfT's *Rail Franchise Contract Schedule* (DfT, 2018). A simple key-word search method was used initially, searching for any mention of 'railway station', 'heritage' and 'conservation'. These results were then assessed by the quantitative frequency of their being mentioned, and qualitative judgements made on their likelihood of enforcing / encouraging conservation practice amongst TOCs.

(1b) At a more contextual level, semi-structured interviews were conducted with three railway heritage and conservation experts to scrutinise the strength, relevance and transparency of current planning policy and conservation practice amongst TOCs more generally:

i. Mr Rob Kinchin Smith, Senior Historic Environment Consultant and Railway Heritage expert at RPS Group who authored Historic England 2014 overview of England's Railway Heritage designation base;
ii. Prof Peter Larkham, Professor of Planning at the University's School of Engineering and the Built Environment at Birmingham University;
iii. Mr Andy Savage, Executive Chairman of the Railway Heritage Trust.

(2) Armed with this understanding of the operational station asset base and current policy context, the conservation/management performance of each TOC was assessed using: (A) accolades awarded in the annual *National Rail Heritage Awards* and (B) project recognised and/or sponsored by the Railway Heritage Trust between 2014 and 2018. Using these two sources, TOCs were ranked into three performance categories:

Category A TOCs who are setting precedents for consistently conserving their station heritage far beyond their contractual franchise obligations, with a percentage of projects to listed stations managed of >50%.

Category B TOCs who are proactively undertaking some recognised conservation work beyond their contractual franchise obligations, with a percentage of total number of projects to total listed stations managed of 20 - 49%.

Category C TOCs who are undertaking little or no conservation work on their station heritage with a percentage of total number of projects to total listed stations managed of 0 - 19%.

Assessing Listed Building Consent casework objections from heritage amenity societies, and the existence of TOC Station Management Plans and/or Heritage Statements had both been additional criterion at the outset of the research; but owing to lack of contemporary cases relating to current TOCs and no Station Management Plans available for any TOC, apart from Northern and the Settle to Carlisle Railway Trust, the data proved inconclusive.

(3) From this sample frame, three case studies of Grade II listed stations, managed by TOCs in each Category, were undertaken to help illustrate the varying degrees to which TOCs have adopted heritage-led conservation approaches in their modern rail operations. Grade II stations were selected primarily for the purposes of like-for-like comparison between case studies, as they make up the bulk of station designation base. This final tier of research at micro-level illustrated the leeway that exists within the national rules and adoption of heritage conservation approaches to HRS management across the TOCs.

The overall aim of this scaled approach was to gain a clear picture of the conservation planning requirements TOCs are legally obliged to work to with operational HRSs nationally, before examining how this is being interpreted and acted on in practice using case-specific evidence. The hope was to reveal the extent to which TOCs are exceeding their statutory obligations and setting positive precedents for conservation practice.

Research Ethics

This dissertation did not involve research of an ethically contentious nature. The names of content of the three interviews Railway Experts for Part 1(b) of the research will be kept secure but are referenced by name with their permission in the final submission. The views expressed were not those of the organisations they represent but exclusively their own personal view and reflections. Declaration forms acknowledging the above data use were given to each interviewee and signed copies retained.

4. Data Presentation and Analysis

4.1 Designation Base, Management Context & Franchise Contract Obligations

Answering my initial research objective (I.) proved more difficult than expected, but produced a really strong picture of the current stock of operational listed stations, not previously available. As Historic England (HE) only maintains one database of 553 'Railway Heritage' listing entries, the original dataset inevitably encompassed non-relevant entries including 11 non-station buildings, 81 listed London Underground stations and 168 closed stations. Once removed, a complete list of 271 listed operational stations was left, all ordered by listing grade in Appendix 2. Cross-checking this data received from HE with their online listings, DfT Franchise contract schedules and ORR 2018 station usage statistics, the following master-dataset of HRSs and their operators formed the basis for assessing the management responsibilities and performance of the 19 TOCs operating listed stations in England (Figure 4).

	Train Operating Company	Contract Type	Total Stations Managed	Listed Stations Managed	Grade I	Grade II*	Grade II	Current Franchise Leese Period (yrs)	Current Franchise Lease Dates
1	c2c	Franchise	25	2			2	15	Nov 2014 - Nov 2029
2	Chiltern Railways	Franchise	35	4			2	19	Mar 2002 - Dec 2021
3	LNER	Franchise	11	6		1	4	7	Jun 2018 - Jun 2025
4	Virgin Trains (West Coast)	Franchise	16	8		2	6	23	Mar 1997 - Mar 2020
5	TransPennine Express	Franchise	19	8	1	1	6	7	Apr 2016 - Mar 2023
6	Transport for Wales	Franchise	247	7		1	6	14	Oct 2018 - Oct 2032
7	West Midlands Trains	Franchise	148	10			10	9	Dec 2017 - Mar 2026
8	Greater Anglia	Franchise	133	20			20	99	Oct 2016 - Oct 2025
9	East Midlands Trains	Franchise	90	23		1	23	12	Nov 2007 - Aug 2019
10	Southeastern	Franchise	164	23			23	13	Apr 2006 - Nov 2019
11	Great Western Railway	Franchise	196	26		4	23	14	Apr 2006 - Mar 2020
12	Govia Thameslink Railway	Franchise	236	27		1	26	7	Sep 2014 - Sep 2021
13	South Western Railway	Franchise	184	29		1	28	7	Aug 2017 - Aug 2024
14	Northern	Franchise	476	54		4	50	9	Apr 2016 - Mar 2025
15	Network Rail	Freeholder	20	10	4		6	99	2005 -
16	Tyne & Wear Metro	Rolling Contract	60	2		1	1	39	1980 -
17	Merseyrail	Rolling Contract	67	7			7	42	1977 -
18	TfL Rail	TFL Concession	24	1			1	4	May 2015 -
19	London Overground	TFL Concession	81	2			2	12	Nov 2007 -
		TOTAL	**2232**	**271**	5	17	246		

Figure 4 Table showing current TOCs operating in England, the station stock they manage and their franchise lengths

The Designation Base

The data on England's designated railway heritage provided for this study by Historic England was poorly catalogued and larger than expected. A recurrent feature of historic station designations was the manner in which the descriptions were often incomplete, lacking detail and often documented just one building or feature to the exclusion of other features of group significance. This was particularly the case with Grade II listed stations which as Figure 5 shows, make up the vast majority of the overall designation base. Similarly, accessing listed station entries using HE's online National Heritage List (NHLE) was equally

confusing, with entries more-often-than-not missing both the station name and word 'station' in their titles. Two stations were also missing from HE's data, Filey and Barking (amended for this study), which was particularly concerning given that Filey is Grade II* listed and a rare surviving example of a hipped timber and glass station canopy (Figure 6).

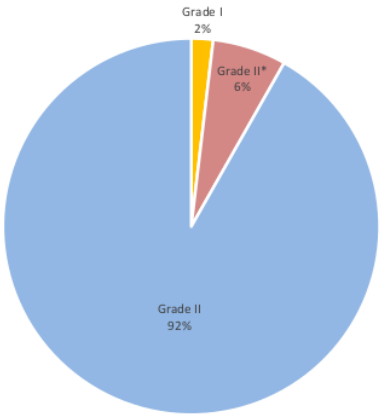


Figure 5 Listing grade breakdown of England's station designation base

Figure 6 The splendid hipped timber and glass canopy of Grade II* Listed Filey station, North Yorkshire

Equally concerning was the contradictory listing guidance HE provides for owners of listed stations, planners and statutory/non-statutory consultees considering planning or listed building consent applications. HE's 2008 *Understanding Historic Buildings: Policy and Guidance* states that "considerably more may be protected by the listing than is obvious from the list entry alone and there can often be considerable uncertainty as to what is covered", but that "this apparent unhelpfulness in the rules is mitigated somewhat by the fact that listed building consent is only required if works affect the special interest of the relevant structure". Yet in their 2017 *Listing Selection Guide: Transport Infrastructure*, HE states "extra care needs to be taken to ensure that less obvious ancillary structures are fairly considered, alongside principal station buildings". Applying this guidance, in the planning context of listed stations, it is not always clear exactly what heritage fabric or setting planners must consider to be of statutory importance. Given the increasing planning pressures associated with modernisation and accessibility requirements at stations (and impulse by TOCs to keep maintenance costs as low as possible) the combined lack of comprehensive listing data and ambiguous conservation planning guidance are not a strong basis for the effective planning and conservation of station heritage.

This view was echoed by Rail Heritage experts interviewed for this study. Heritage Consultant Rob Kinchin Smith agreed that "a comprehensive understanding of the historic stock at listing stage is essential in order that Historic England and Planning Authorities can respond in a timely and informed manner to development proposals and manage conservation practice effectively". Similarly, Executive Director of the Railway Heritage Trust Andy Savage was keen to emphasise the important role

stronger listing designations must have as tools for managing change: "It must be specific and should address the key elements of value and have clear grounds for listing." However, as things stand, there remains the distinct possibility that planners (including TOCs) may use listing guidance from HE to assume features not mentioned in the statutory listing are not important contributors to significance.

Management Context

The data collected revealed how unevenly the designation base is managed between TOCs, with 51% of listed stations managed by just four out of nineteen TOCs: Northern, South Western Railway, Govia Thameslink Railway and Great Western Railway (See Figure 7). In particular, given recent public concern over the ability of Northern and Govia Thameslink Railway to operate such large station networks (476 and 236 stations respectively), it is concerning that both TOCs should also be responsible for conserving 31% of total listed stations (83).

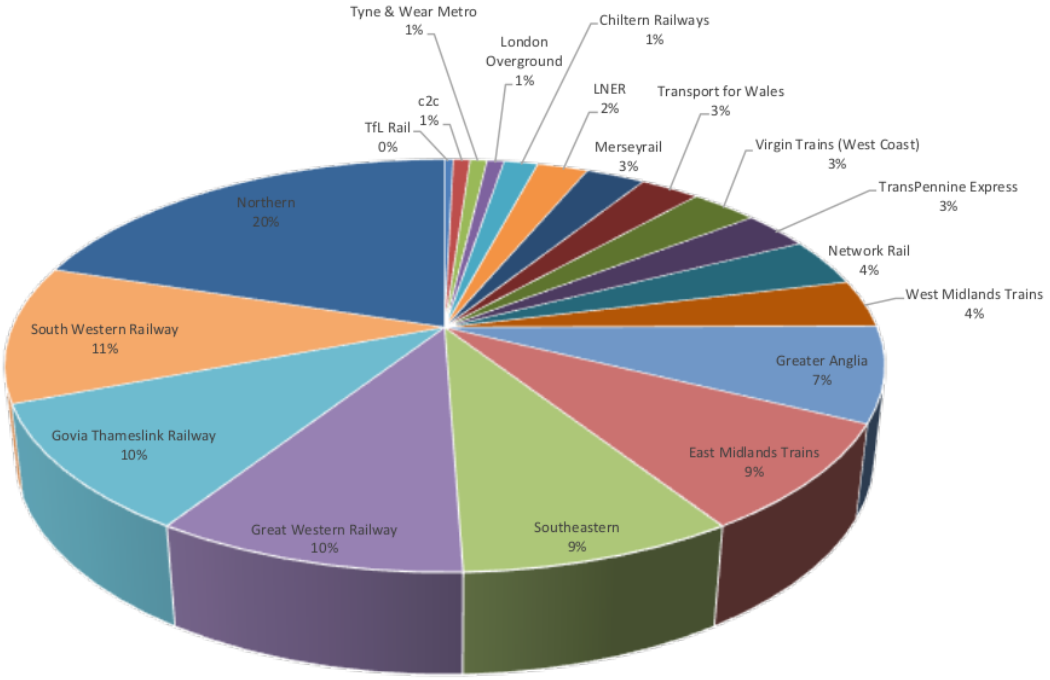


Figure 7 Percentage of Listed Railway Stations Managed by each TOC – May 2019

What was also clear from the results, was the significant proportion of overall station stock accounted for by listed stations in the estate of each TOC, with an average percentage of 14%. However, when correlated against data on franchise (and therefore station lease) lengths for each TOC, there was little correlation between the two. Discussing franchise lengths with Andy Savage of the RHT, it was felt that, logically, franchise lengths would determine levels of incentive to invest in station conservation, with the general rule being the longer the franchise length, the more a TOC will invest in conserving and managing change. The lack of correlation found in the data was therefore striking and indicative of a number of disconnects in the construction of franchise agreement time frames and other obligations found throughout the study.

Franchise Contract Obligations

Contractual obligations pertaining to maintaining stations were scarce and very unevenly spread across the TOCs. One TOC had no obligations for managing stations at all (LNER) and there was no mention of 'heritage' or 'conservation' in any of the contract schedules available for public inspection, which was a striking omission. As Figure 8 shows, most obligations regarding stations listed only unspecified 'improvement' work with only five TOCs contracts making reference to work concerning specific listed stations (highlighted in blue). As can be seen in the full data set in Appendix 3, references to improvement were inevitably focused on design and access changes, with the one exception of Chiltern Railways who were tasked with reopening two previously abandoned platforms at Birmingham Moor Street (now completed).

Number of contractual obligations pertaining to	Chiltern Railways	LNER	East Midland Trains	c2c	Greater Anglia	Great Western Railway	Northern	South Eastern	South Western Railway	Govia Thameslink Railway	Transport for Wales	West Midland Trains	Virgin Trains
Stations [Unspecified 'Improvement']	2	0	3	2	1	4	1	2	3	2	3	0	4
Stations [Listed heritage assets]	1	0	0	2	0	1	0	0	1	1	0	0	0
Conservation' or 'Heritage'	0	0	0	0	0	0	0	0	0	0	0	0	0

Figure 8 Number of References to Station and Listed Station obligations in TOC Franchise Agreements - May 2018

Continuing in the same vein, it appears little conscious thought seems to have gone into the relationship between franchise length and contractual obligations in the construction of franchise contract agreements, as Figure 9 below shows. One might expect that planning / conservation obligations might be commensurate to the franchise length awarded to TOCs or visa versa, but this was clearly not the case with the current franchise model.

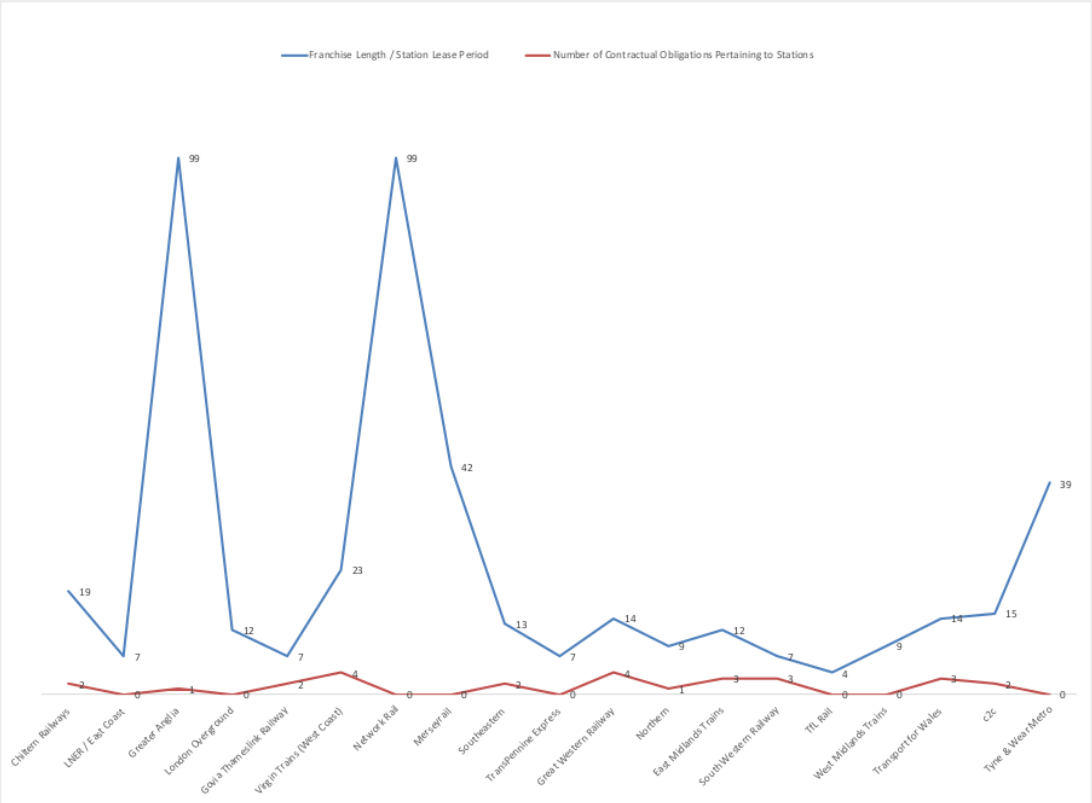


Figure 9 Graph showing the correlation between franchise length and contractual planning obligations to conserve stations

Overall, the franchise contracts assessed lacked detail outlining how TOCs should go about managing, planning or conserving their stations, with no recognition at all of the fact that stations make up on average 66% of every TOCs managed estate, and listed stations 14%. Without substantial planning obligations or guidance, current franchise agreements remain on paper a poor tool for incentivising or obligating TOCs to conserve their listed station stock beyond bare minimum statutory requirements (i.e. preventing collapse) or within realistic commercially viable time periods.

4.2 Heritage Awards and Project Work

Data on heritage awards and projects revealed great variation in the degree and consistency of conservation approaches employed by different TOCs. The full awards/project data surveyed is presented in Appendixes 4 & 5. Across the five-year sample period, awards received by TOCs at the annual National Railway Heritage Awards (NRHAs) and recognition of heritage works undertaken in the Railway Heritage Trust Annual Project review (RHTP) were tabulated in Figure 10 alongside designation

base data previously collated on franchise lengths, contractual obligations and listed station stock. TOCs were ranked into class categories of conservation performance by calculating the percentage of combined heritage awards/projects to total number of listed station assets.

TOC	Total NRHA 2014-2018	Total RHT 2014-2018	Total Combined NRHA / RHT Projects	Listed Stations Managed [in England]	Franchise Length / Station Lease Period	Number of Contractual Obligations Pertaining to Stations	% of combined NRHA / RHT projects to listed station assets managed	Average no of combined NRHAs / RHT projects per year (2014-2018)	Ranking Category
Chiltern Railways	0	4	4	4	19	2	100%	0.8	A
LNER / East Coast	1	4	5	6	7	0	83%	1.0	A
Greater Anglia	1	12	13	20	99	1	65%	2.6	A
London Overground	0	1	1	2	12	0	50%	0.2	A
Govia Thameslink Railway	0	13	13	27	7	2	48%	2.6	B
Virgin Trains (West Coast)	2	1	3	8	23	4	38%	0.6	B
Network Rail	5	70	75	251	99	0	30%	15.0	B
Merseyrail	1	1	2	7	42	0	29%	0.4	B
Southeastern	0	5	5	23	13	2	22%	1.0	B
TransPennine Express	0	1	1	8	7	0	13%	0.2	C
Great Western Railway	0	3	3	26	14	4	12%	0.6	C
Northern	0	6	6	54	9	1	11%	1.2	C
East Midlands Trains	1	1	2	23	12	3	9%	0.4	C
South Western Railway	0	1	1	29	7	3	3%	0.2	C
TfL Rail	0	0	0	1	4	0	0%	0.0	C
West Midlands Trains	0	0	0	10	9	0	0%	0.0	C
Transport for Wales	0	0	0	7	14	3	0%	0.0	C
c2c	0	0	0	2	15	2	0%	0.0	C
Tyne & Wear Metro	0	0	0	2	39	0	0%	0.0	C

Figure 10 Table showing data used to rank the conservation performance and the factors impacting how TOCs manage listed stations.

Ranking Category	% of combined NRHA / RHT projects to listed station assets managed	Overall Assessment
Cat A	> 50%	TOC undertaking a considerable amount of conservation work at its listed stations, going above and beyond its contractual planning obligations
Cat B	20 - 49%	TOC undertaking a discernible amount of conservation work at its listed stations, going beyond its basic contractual planning obligations
Cat C	0 - 19%	TOC undertaking very little or no conservation work at its listed stations, meeting its contractual planning obligations but little more

Key Trends

Across the 5-year sample period a polarised picture emerged of TOC conservation performance between those TOCs committing increasing resources and funding to heritage-led projects and those undertaking none at all. As Figures 10 and 11 show, on the positive side, nine TOCs (Chiltern, LNER, Greater Anglia and London Overground) undertook conservation work at over 50% of their listed stations between 2014-2018, whilst a further five (Govia Thameslink Railway, Virgin Trains, Network Rail, Merseyrail and South Eastern) invested in conserving at least 25% of their listed stations despite few or no contractual obligations to do so.

In contrast, during the same period the remaining eleven TOCs undertook conservation projects at less than 13% of their listed stations, with five registering no projects or awards at all (TfL, West Midland Trains, Transport for Wales, c2c and Tyne and Wear Metro). There are a number of extenuating circumstances that may partly explain this, such as having a very small listed station base in the case of Tyne and Wear Metro, c2c and TfL Rail's, and the fact Transport for Wales only began operating its franchise in October 2018. The results for West Midland Trains continue to show very little interest or investment in conservation work.

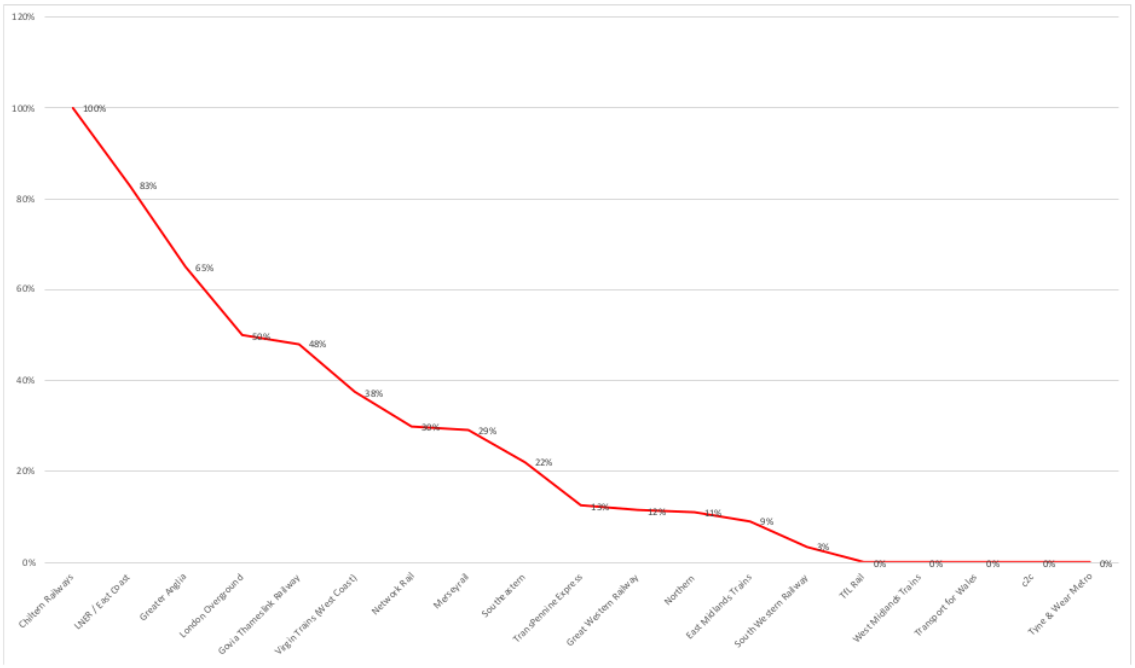


Figure 11 Graph showing the percentage of combined NRHA / RHT projects to listed station assets managed

A continued lack of relationship between longer franchise lengths and ensuing heritage-led conservation projects also emerged, as shown in Figure 12 below. In light of the DfT's pilot trial of 99-year station leases with TOC Greater Anglia beginning in 2018, it is as yet unclear whether this increased length of management commitment is encouraging TOCs to invest in similarly linear conservation practices, or just stick to traditional statutory obligations to preserve heritage assets.

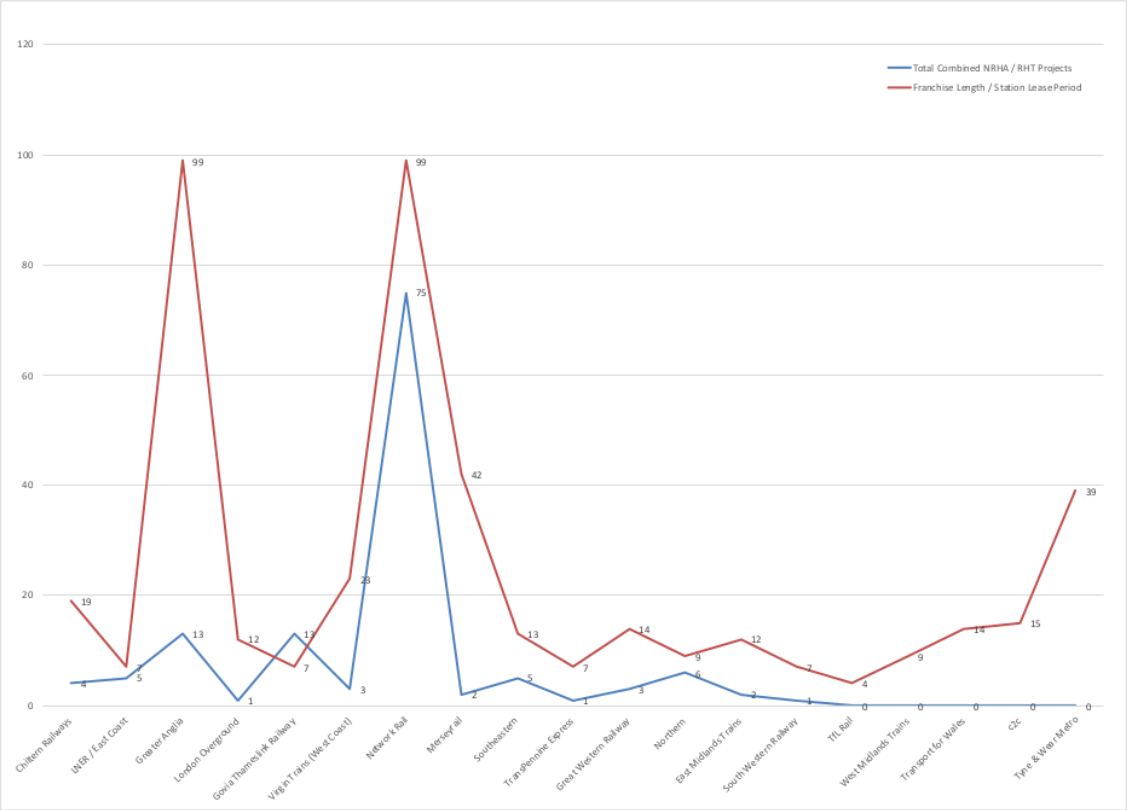


Figure 12 Graph showing the correlation between combined heritage awards and franchise lengths

Evidence of increasingly collaborative conservation planning practices emerged from analysis of the detailed NRHA and RHTP data (Appendix 4) and reflections made by all three Rail experts interviewed for this study. It was clear that over the course of 2014 - 2018 an increasing number of NRHA awards and RHT projects resulted from collaboration between TOC, Network Rail, RHT and pro-bono community rail partnerships, trusts and charities. Whilst closer collaboration between the former three players is an eminently positive trend, the conspicuous role of pro-bono groups in over 50% of projects did raise questions. On the one hand, with pro-bono groups raising much of the funding and leading on the statutory planning requirements on a number of projects, there was the suspicion that some TOCs were "getting away with doing less". On the other hand, this emerging collaborative model is clearly encouraging TOCs to invest private money more readily in conservation planning. As Andy Savage of the RHT was keen to point out, the RHT's standard model of funding up to 40% of proposed projects is there "because it works", helping deliver a sustainable model for commercially viable conservation. Evidence that this model is encouraging TOCs to conserve their station heritage as a valuable part of their operational environment is further examined in Section 6.3.

Conversely, it was noticeable that individual TOCs are taking a more proactive approach to conservation planning, independent of Network Rail. As Figure 13 below shows, the number of TOCs funding conservation projects independent of Network Rail between 2014 and 2018 appears to be steadily increasing, which suggests changing attitudes within the industry. Many have also increasingly focused on conservation as a means of retaining and re-using their heritage buildings for both active railway and amenity benefit. As highlighted in the literature review, the use of heritage station buildings for railway and non-railway activities has always been an important part of a TOCs 'rail offer' and branding. Sadly, the conservation work required to maintain such heritage uses / branding has often been seen as an unviable and/or non-obligated contractual activity and has therefore fallen reluctantly to Network Rail. The evidence from this study suggests that little has changed in the obligations of franchise agreements, but much has changed in practice, with positive signs that increased collaboration is encouraging TOCs to view conservation as a commercially viable means of making heritage stations valuable and lucrative community assets once again.

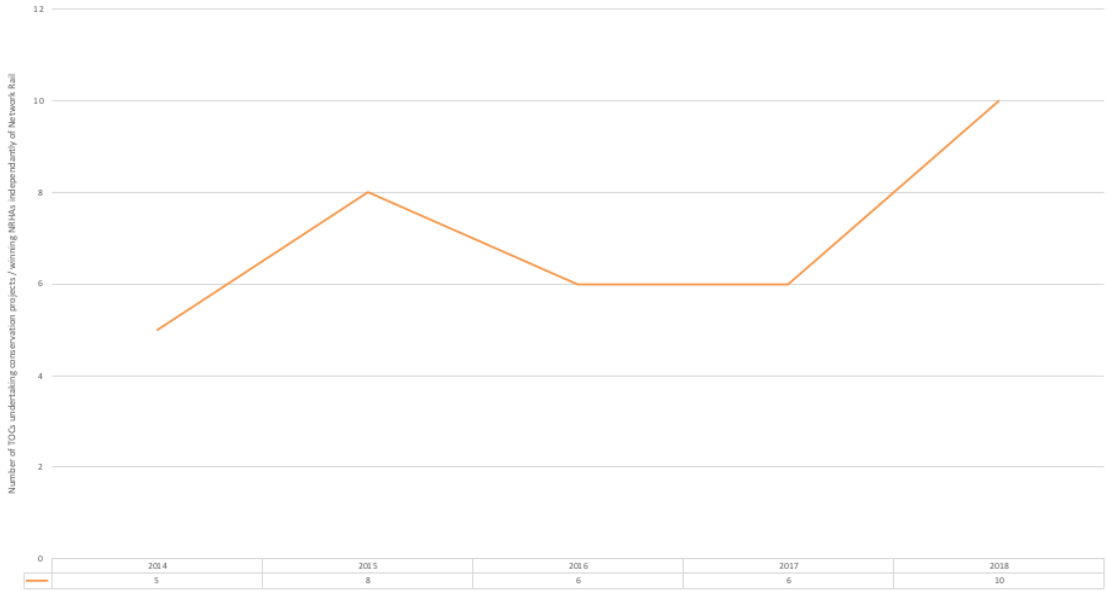


Figure 13 Number of TOCs undertaking conservation projects or winning NRHAs independently of Network Rail

4.3 Case Studies

4.3.1 Cambridge

Station Facility Operator / TOC	Abellio Greater Anglia
Conservation Grading for this study	A
Designation	Grade II
Date Listed	November 1962
Lease Length	99 yrs [2016 – 2115]
Previous Maintenance Conservation Works	1963, 1986, 2002

Description

Cambridge is a Grade II listed terminus and interchange station on the West Anglia Mainline from London Liverpool Street serving the University City of Cambridge. Opened in 1845, the station building is dominated by an unusual classical façade of eleven Italianate porte-cochère round-headed arches (infilled). Listed in 1962, the station building by architect Sancton Wood is of white gault brick outer with a stone bracketed cornice, and notably features 32 ornate Stone roundels in the spandrels of the arches, with coats of arms of the university colleges of the time. Notwithstanding the arches, the listed station building is 300m long and has a number of obsolete spaces towards its southern end (HE, 1962). The platforms and other structures are not of particular historic merit, barring platform 1, directly behind the station frontage which is lined by a smaller mirror set of round-headed arches, now sadly lost behind the canopy. Hosting 11.5 million passengers annually (ORR, 2018), the station has been leased and managed by franchised TOC Abellio Greater Anglia since 2016 on the first (and still only) DfTs 99-year station lease, where the TOC has full statutory maintenance and Listed Building conservation obligations in place of Network Rail.

Conservation & Upkeep

Under previous TOC operators on short-term franchise leases, the station's listed buildings suffered from neglect. Since being awarded the first (and still only) DfT sponsored 99-year station lease in 2012, TOC Abellio Greater Anglia (GA) have undertaken an ambitious £4.15 million programme of conservation and modernisation work in coalition with the RHT.

Conservation work has included rationalising the cable management system, external brick repairs and the restoration of the 32 College crest roundels adorning the station front, a year-long project which saw GA awarded the MTR Crossrail Award for Urban Heritage at the National Railway Heritage Awards. *Modernisation* to improve the station's much-maligned passenger flow has been done in a conservation-conscious manner, enhancing Wood's splendid booking hall, by opening a previously blocked-off section behind the Porte-Cochere. GA also acted on long standing council and RHT cries for the *sustainable re-use* of the long-abandoned former ticket office at the southern end of the station and the removal of a "most unhappy extension" added

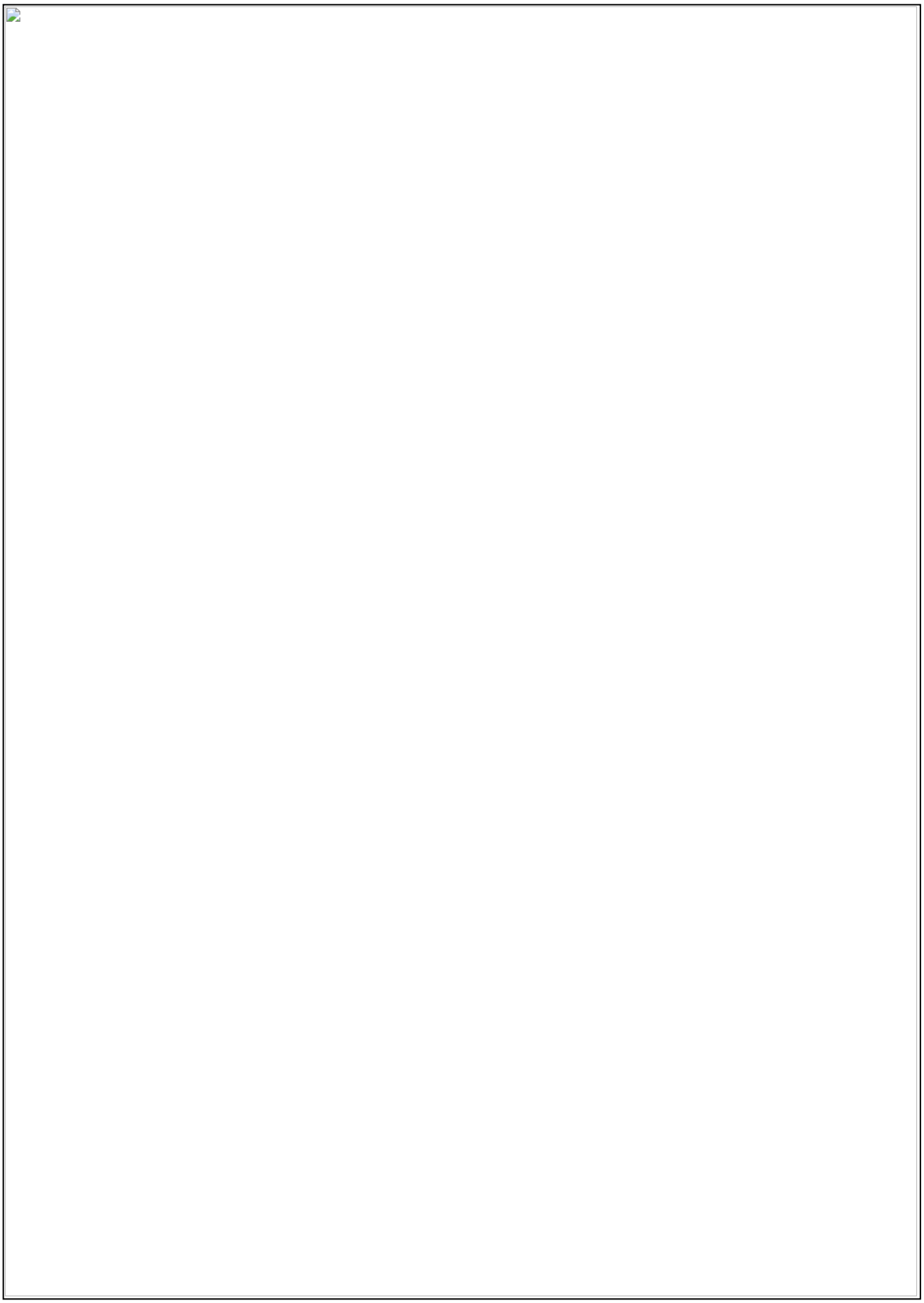
to accommodate a left luggage facility in the 1970s (RHT, 2018). The opening of a new Pub in the original Ticket Office, bearing the same name, and the removal of the extension to recreate the original lines of the building, have both significantly enhanced its fabric and setting. As there was little to no commercial benefit to GA from this work, the RHT bore the majority of the cost of the work, with GA finding the remainder.

Figure 14 The new station pub situated within previously abandoned part of the station

Analysis

GA's restoration of Cambridge station exemplifies a TOC which is clearly incentivised to go way beyond the commercial and planning obligations to preserve and enhance its station heritage. Having made the choice to invest in conserving the station over a number of years, GA clearly recognises the importance of the heritage environment in which it operates, balancing lengthy conservation work with much needed modernisation and ongoing day-to-day operational pressures in the planning process (HE, 2018). Steven Brindle of English Heritage noted that in this sense "it is to be hoped that future franchisees will demonstrate a similar commitment" (GA, 2018)

The restoration project also goes to show how careful planning and collaboration between TOC and heritage bodies can bring long-abandoned heritage railway buildings back into uses "fit for the needs of passengers in the 21st century" (GA, 2018). Given that GA is the only TOC currently operating a 99-year lease managing its stations, and that its performance in the heritage rankings assessed in this study has been consistently high, it is clear that the longer lease is positively influencing a conservation-conscious ethos in the management of operational station heritage. It is also worth noting the pragmatic collaboration of TOC and RHT here, with the RHT applying grants selectively to the least commercially viable elements of conservation projects, thus increasing the likelihood of private operator investment.



trussed canopies as well as original Victorian wrought iron benches. Details such as previous station operator liveried signage, distinctive 1980s tulip lighting and original amenities, including the Railway Arms buffet bar (now thriving café), all add characterful layers and significance to the station. Together with the grade II listed Great Eastern Railway (GER) signal box of 1881, the listed station buildings all have individual and collective identity and form an attractive ensemble of pleasing historic structures, serving 523,000 passengers annually (ORR, 2018). The station has been leased and managed by franchised TOC Govia Thameslink Railway since 2016.

Figure 16 The primary façade of Downham Market station adorned in its renewed NSE livery colours. The booking hall resides under the right gable and café under the left with platforms beyond

Conservation and Upkeep

As with many similar listed stations, 'conservation' work traditionally constituted little more than essential repairs (re-roofing 1990) and upgrade work (toilets 2014). However, in 2017 the station underwent an unusual and ambitious heritage-led restoration to enhance its fabric and setting as a whole, including facades, both platform canopies and waiting rooms, as well as restoring the booking hall flooring and reinstating heritage Great Eastern Railway benches. The non-descript black and white colour scheme of the 2000s was replaced in painstaking detail by the distinctive red, blue and white livery of the former British Rail's Network SouthEast Division (NSE), first launched in 1986. Similarly, new uses were integrated into obsolete spaces in the heritage buildings during the project, including the re-opening of the Railway Arms pub as a new café in the long-closed stores building. The work was overseen by local Community Rail partnership The Fen Line Users' Association (TFLUA), supported by the Railway Heritage Trust (RHT) and financed by TOC Govia Thameslink Railway (GTR).

Analysis

Downham Market's restoration has been included in this study for three reasons. Firstly, the choice by a TOC to fund the lion's share of conservation and enhancement work at a comparatively small station is still unusual in industry terms. Costing £64,000, the project was not only inessential in planning terms (conservation is not included in GTRs franchise contract or statutory obligations) but was also commercially unviable. Instead, GTR prioritised 'constructive conservation' over viability, through collaboration with the pro bono community rail group and RHT (HE, 2017). These conservation planning choices show a TOC alive to the voice of a local community which valued its railway heritage. Just as using NSE's bright red colours and tri-block logo had paved the way for electrifying this line in 1986, largely ensuring the survival of the station against proposed closure that year, returning to the same livery in 2017 constitutes a thoughtful homage to this important layer of station history. Indeed, the RHT have since concluded that "happily, the NSE branding sits well with the buildings, and, as a result, has recreated a distinctive piece of modern railway heritage on a historic station."

Figure 17 Out with the non-descript black and white colour scheme of the 2000s and in with the bright red and white of the pastiche NSE 1980s livery

Secondly Downham Market exemplifies how a TOC can successfully enhance a listed station through sustainable re-use of its structures and positive planning. The refreshments room situated in the station building had remained closed since the collapse of the Railway Arms pub in 2016 but was included in the LBC and Planning Application submitted for the project in 2016 with proposed re-use as a café. The Platform One café is now a local institution for commuters and day-trippers alike and has added to the character and living value of the historic station. Interviewed for this study, Executive Director of the RHT Andy Savage was keen to commend this project as an example of how "imaginative planning combined with a bit of fun" can bring rail user, operator and community together.

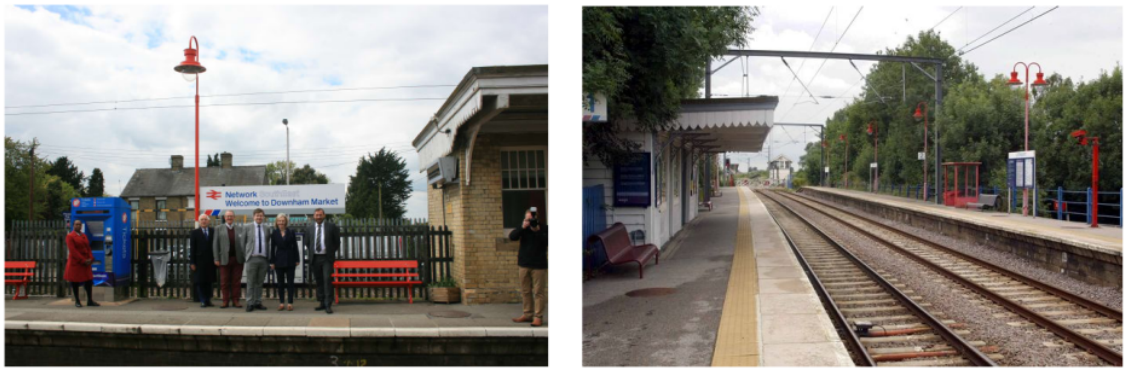


Figure 18 LEFT: Downham Market station being re-opened by MP Liz Truss and representatives from GTR, TFLUA and the RHT in 2017. RIGHT: Neighbouring Littleport station. Despite being a non-designated heritage asset, the original NSE livery is still clearly visible

Finally, GTR's good planning preserved the station's setting and collective value. Between 2009 and 2015 Network Rail had mounted three unsuccessful planning applications for a footbridge to replace the station's infamous level crossing. On each occasion King's Lynn and West Norfolk Council cited the poor design quality and unsympathetic impact of the proposal to the group value of the station's listed buildings. Unlike their predecessor TOC First Capital Connect, GTR haven't supported subsequent planning attempts to build the controversial footbridge but have instead focused on investing in the heritage led restoration and enhancement of a number of their stations along the Fen line including Cambridge and King's Lynn, both of which have also received recognition and financial grant awards from the RHT. Such an approach recognises that many listed stations across England have collective linear value, built as a family to establish the identity of a given railway line and its operating company.

Figure 19 Network Rail's ill-fated third design proposal for the Downham Market footbridge

Figure 20 The Country Line Buffet Bar at Grade II listed King's Lynn Station. Under GTR, it too has received a similar heritage restoration in 2016 focused on finding sustainable reuse for non-operational parts of the listed structure.

6.3.3 Worcester Shrub Hill

Station Facility Operator / TOC	West Midland Trains (WMT)
TOC Conservation Grading for this study	C
Designation	Grade II [was II*]
Date Listed	April 1971 [amended to Grade II in 2001]
Lease Length	9 yrs [2017 – 2026]
Previous Maintenance Conservation Works	1994, 2002, 2015

Description

Worcester Shrub Hill is a Grade II listed station originally constructed by the Oxford, Worcester & Wolverhampton Railway (OW&WR) and opened in 1850 as the largest of two stations serving the Cathedral City of Worcester. Pevsner notes the present station building, designed by Edward Wilson in 1865 is "remarkably good", and is of Staffordshire Blue Engineering Brick laid in English bond with Bath-stone dressings in a Georgian 'domestic style' (Pevsner, 2007). The station front and elevated forecourt frame a central booking hall flanked by waiting, refreshment rooms, offices across 2-floors (HE, 2001). The station is a true palimpsest of designated railway heritage structures including Edwardian platform canopies (1936), unique Western Region semaphore signals and most notably the remarkable Grade II* Victorian waiting rooms of sectional cast-iron from nearby Vulcan Iron Works, elaborately faced with vividly coloured patterned ceramic 'majolica' tiles of local Maw & Co, described on Network Rail and RHT's adjacent Heritage plaque as "nationally significant and totally unique". The station remains a busy interchange for routes to and from Birmingham, London and Wales and has been managed by TOC West Midland Trains (WMT) since 2007.

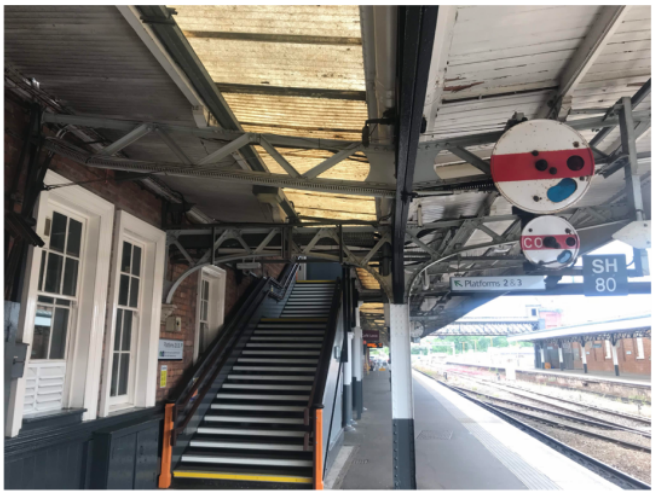


Figure 21 A Western Region round aspect banjo signal still in operational use on Platform 1 at Shrub Hill. Note that few layers of obsolete historic railway operational features are removed but are rather concealed.

Conservation and Upkeep

The station's overall condition has steadily deteriorated over the past 10 years and continues to suffer from the aesthetic and structural dilapidation of long abandoned heritage structures across the site. Poor planning and conservation practices by current TOC WMT and its subsumed predecessor London Midland have only exacerbated this decline. Conservation practice under their stewardship has been polarised, stretching from little more than piece-meal re-painting to the complete £461,000 restoration of the Victorian Waiting Rooms, which are shining examples of sustainable re-use of heritage for public benefit, and collaborative planning between council, RHT, Network Rail and TOC. Network Rail's management of this restoration project was awarded the Great Western Railway Craft Skills Award at the 2016 NRHAs. Unlike the preceding case studies, Shrub Hill's listing entry is comprehensive and detailed and forms a good starting point for planning practice conserving the significant and valuable railway heritage of the station.

Figure 22 The Victorian Waiting Rooms at Shrub Hill, out of public use, boarded-up and in an increasingly parlous state in 2006.

Figure 23 Given a lease of new life and reopened for public use following full restoration by the RHT in 2016.

Analysis

The Shrub Hill case exemplifies how a poor planning conservation and management ethos can lead to incremental dilapidation and missed opportunity for reusing heritage station buildings. The dilapidation of a station with large numbers of historic railway structures now redundant in modern railway operating terms, is to some degree inevitable and may well have already occurred before the implementation of TOC franchise ownership. However, in Shrub Hill's case, dilapidation continues with only superficial efforts to abate it, despite the station's active operating value as an important regional interchange, its unique heritage features and its detailed listing designation entry. The result was that by the early 2000s, without any viable conservation strategy by either TOC or Network Rail nor any attempt to halt steady decline, Shrub Hill's overall heritage status was relegated from Grade II* to II, with the II* Victorian Waiting Rooms placed immediately on Historic England's Heritage at Risk Register.

Ranked Grade C in this study, WMT's record on conservation practice shows little sign of managing the station heritage any differently. Following the restoration of the Victorian Waiting Rooms, the sole conservation project in the last five years, WMT's Head of Route, Brenda Lawrence, said: "As the local train operator we see ourselves as the custodians of much cherished local assets. WMT is delighted to have been part of this restoration project which will benefit thousands of people who use Worcester Shrub Hill station." In practice, the 'part' WMT played was verbal, whilst the heavy lifting of funding, engaging heritage contractors and project managing the restoration was all managed by the RHT and Network Rail. To boot, WMT's recent repainting of the station in their garish purple, orange and grey livery appears to be more about concealing the station's deteriorating historic fabric than restoring it or finding new uses. This ethos is more akin to 'out-of-sight, out-of-mind' than genuine preservation and enhancement (HE, 2015). Contractually, WMT is breaking none of its franchise obligations. But compared to the previous case studies where TOCs GTR and GA are recognising the positive value well-conserved station heritage can play in their operating model, WMT has consistently ignored positive opportunities for collaborative conservation, with no NRHAs or RHT projects to its name in the past 5 years, as shown in the results of this study.

Figure 24 Shrub Hill's bay platforms remain a decaying eyesore at the southern of the station building, which itself it largely boarded up.

Figure 25 WMT contractors completing the recent repainting of the station's western station wing, very little of which is open for any active public use.

Overall, these case studies have shown how Network Rail and the RHT can work together to support, plan and encourage highly successful conservation work by TOCs, funding either entire projects or making them commercially viable enough to invest in. Despite such precedents of positive conservation practice, Shrub Hill exemplifies the ethos of a TOC which is focused only on meeting their franchise contractual obligations, often at the expense of genuine statutory obligations to conserve HRSs, and the potential wider benefits of bringing heritage station buildings back into sustainable use.

5. Conclusions

The value of well-conserved HRSs to rail consumers and TOCs today is clear. Where TOCs have taken a proactive approach to conserving their architectural station heritage, new commercial and community uses of often long disused heritage buildings have followed. Finding optimal viable uses for these vernacular buildings has therefore not only created a more sustainable future for railway heritage architecture, but also helped promote conservation practices as imaginative and rewarding investments of time and money by Network Rail and the TOCs.

This dissertation has highlighted a number of key findings about these conservation practices, that the rail industry is either already addressing or should consider for future heritage planning:

1. HRS are a multifaceted heritage typology, with unique spatial and architectural residual values. When managed and conserved well, they can be flexible and attractive places for passengers, consumers and businesses to prosper;
2. The importance of collaboration in conservation work between Network Rail, the RHT, TOCs and Community Rail Partnerships is proving critical to the survival of station heritage in practical and commercial terms, especially considering how unevenly the designation base of 271 stations is spread between operators in England;
3. It is clear that the role of the RHT has been critical in promoting sustainable conservation work as a necessary and beneficial investment for TOCs, with year-on-year numbers of projects led exclusively by TOCs, rising between 2014 and 2018;
4. It was encouraging to see how the majority of TOCs were going above and beyond the obligations of their franchise contracts, to conserve their listed stations; equally, those doing little or no conservation are not being held to account when franchises are re-let or extended;
5. There is however little to be said for the current profile either conservation or heritage have in the legal setup of franchise contracts. The lack of joined up planning involving aligning franchise lengths with heritage obligations, provides little incentive for TOCs to promote comprehensive conservation work.

Finally, an analysis of both current planning guidance and the statutory listing protection affecting HRSs, points to the need for more comprehensive detail and consistency. In the current rail environment, large-scale modernisation projects of 'national significance' are fast becoming the norm and pose significant threats to station heritage in planning terms. In order for heritage to survive and play a positive role in these long-term projects, statutory listings must therefore be brought up to date and completed, so that value and significance of station buildings and setting, can be fully understood and assessed in planning and

listed building consent applications. Ross is in no doubt that if these steps are taken, conservation can allow HRSs to function as "living, developing, respected places", telling their story, fulfilling the needs of today's passengers and offering TOCs valuable branding identity and commercial profits (2000).

6. Appendices

Appendix 1: Train Operating Company Station Network Maps

Appendix 2: Designation Base of Listed Stations currently operational on the active National Rail Network of England

Appendix 3: Policy Detail pertaining to 'Stations' and Conservation obligations as set out in the DfT's 2018 updated TOC Franchise Agreement Summaries

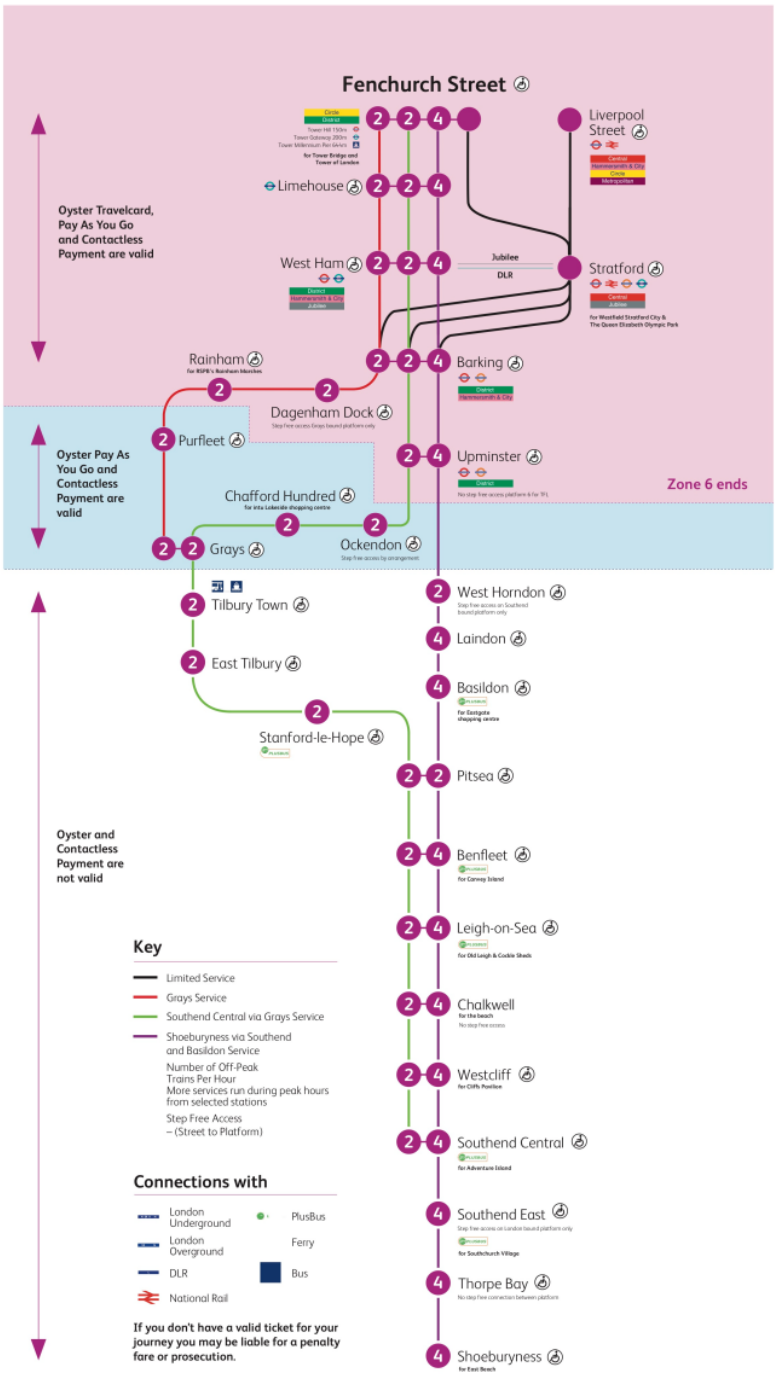
Appendix 4: Overview of combined National Railway Heritage Awards Results and Railway Heritage Trust sponsored/shared projects by TOC in England: 2014-2018

Appendix 5: National Railway Heritage Awards Results and Railway Heritage Trust sponsored/shared projects by Year: 2014-2018

Appendix 1: Train Operating Company Station Network Maps

[Source: All maps taken from each respective TOC website]

1. c2c



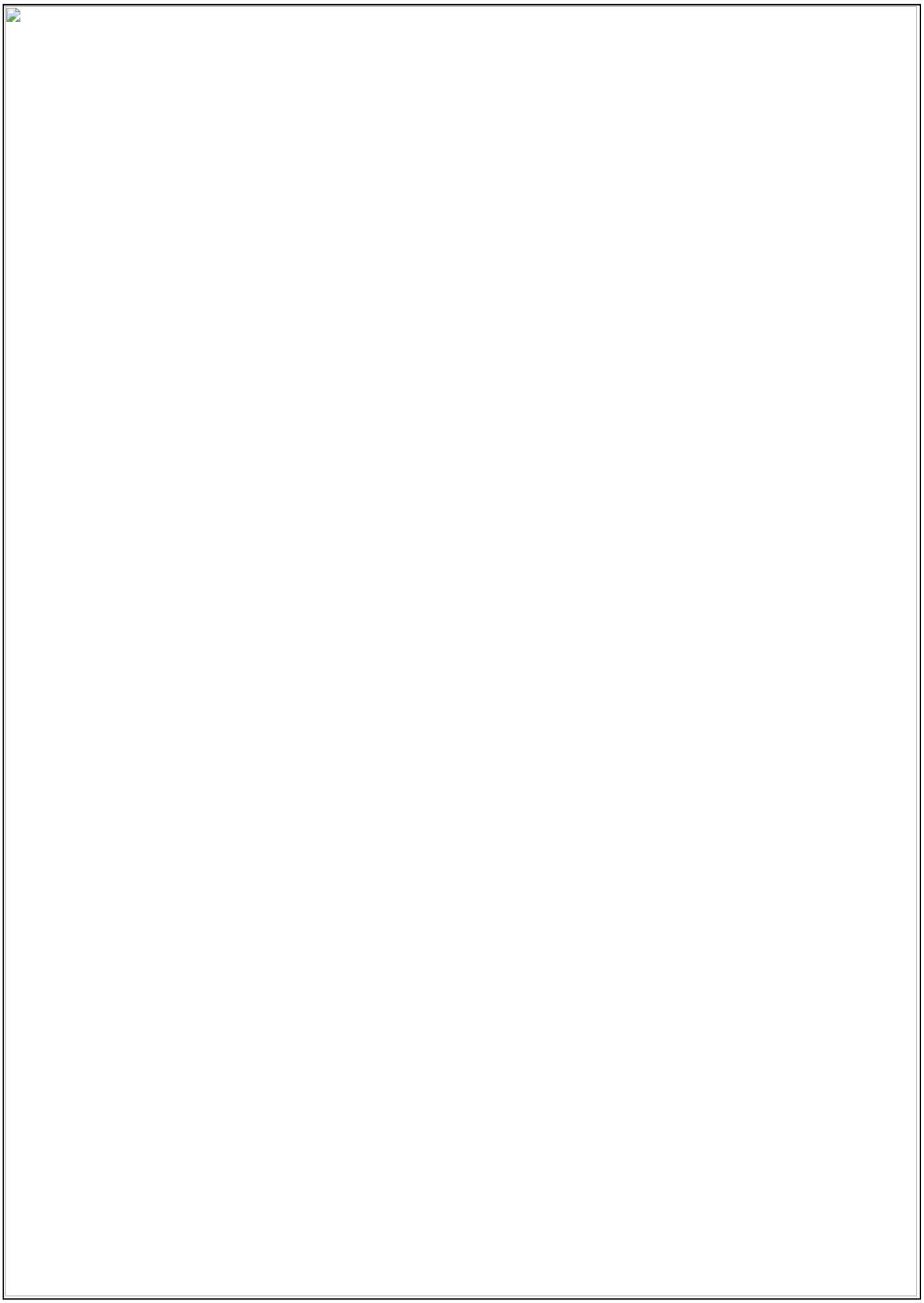
2. Chiltern Railways

3. East Midland Trains

5. Greater Anglia

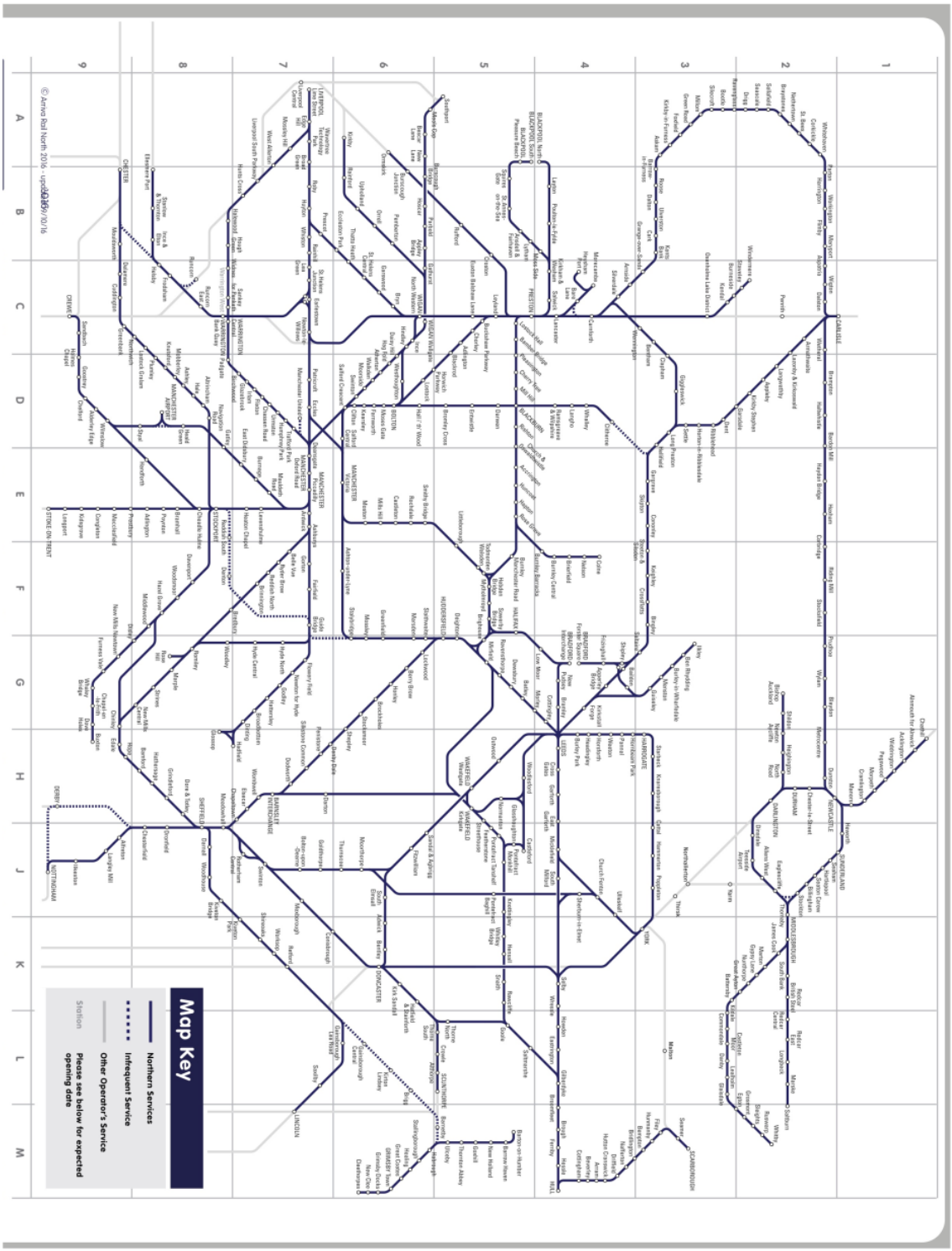
6. Great Western Railway

7. London and North Eastern Railway

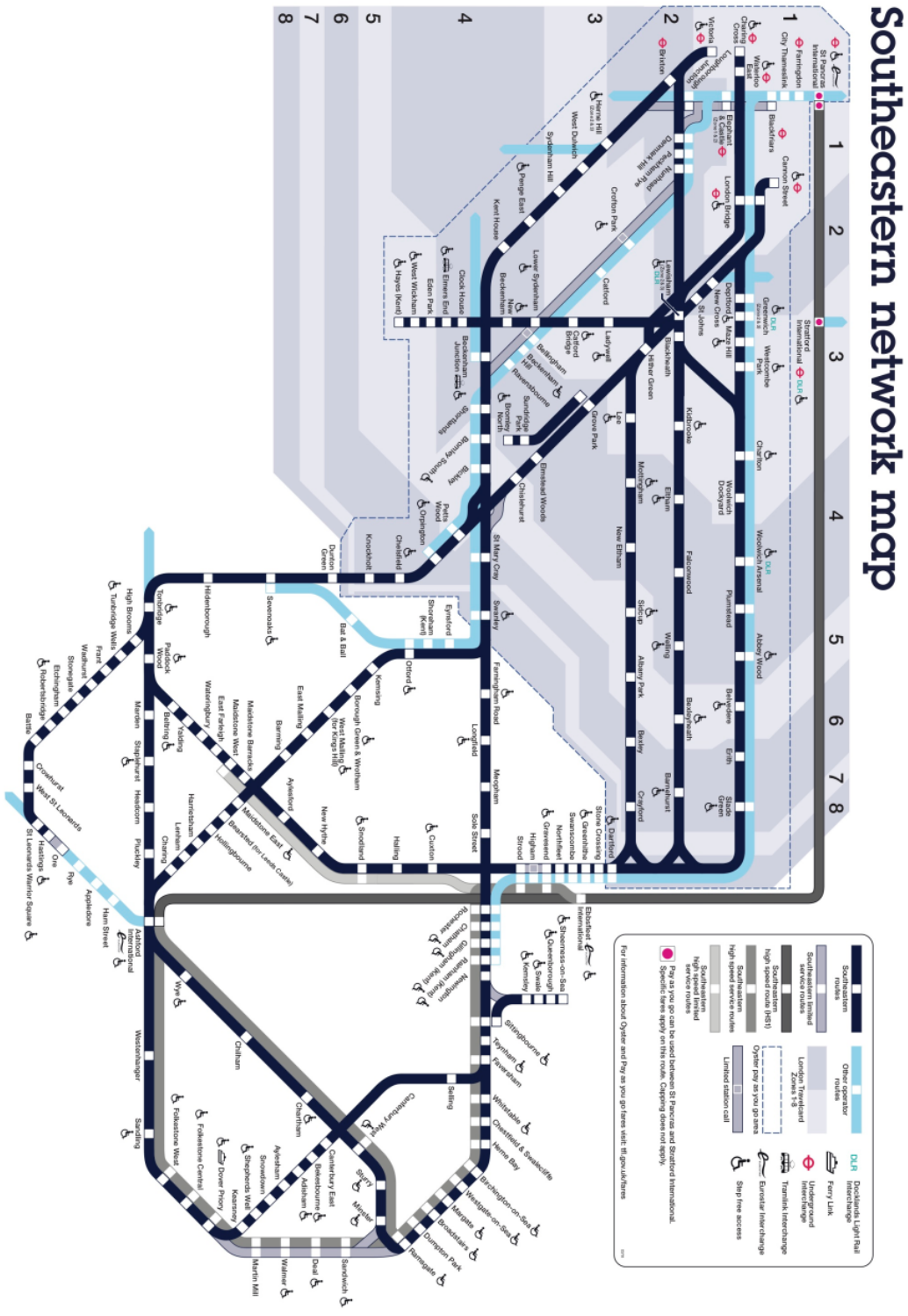


9. Merseyrail

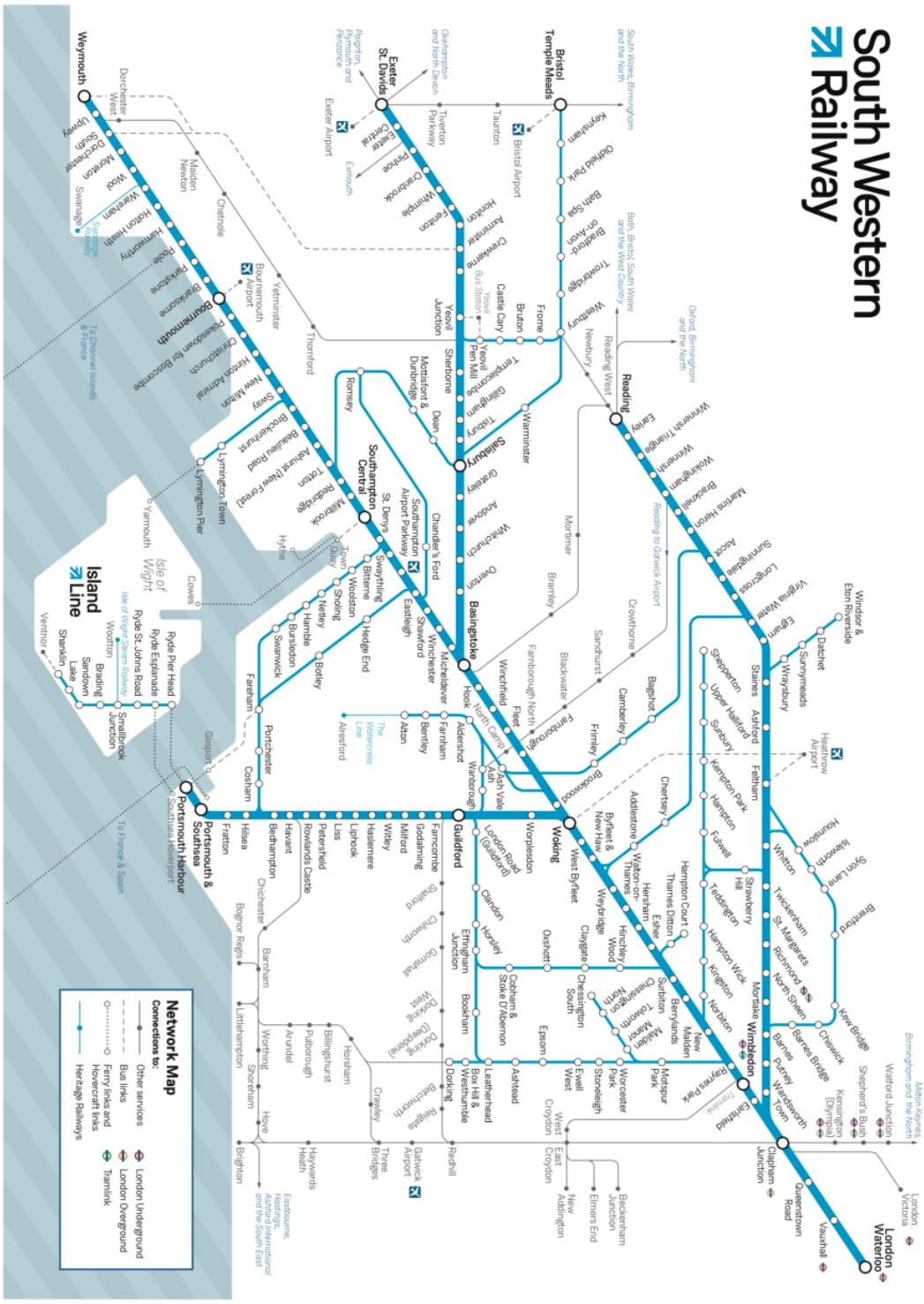
10. Northern


Map Key
Northern Services
Infrequent Service
Other Operator's Service
Station
Please see below for expected opening date
© Arriva Rail North 2016 - updated 30/10/16

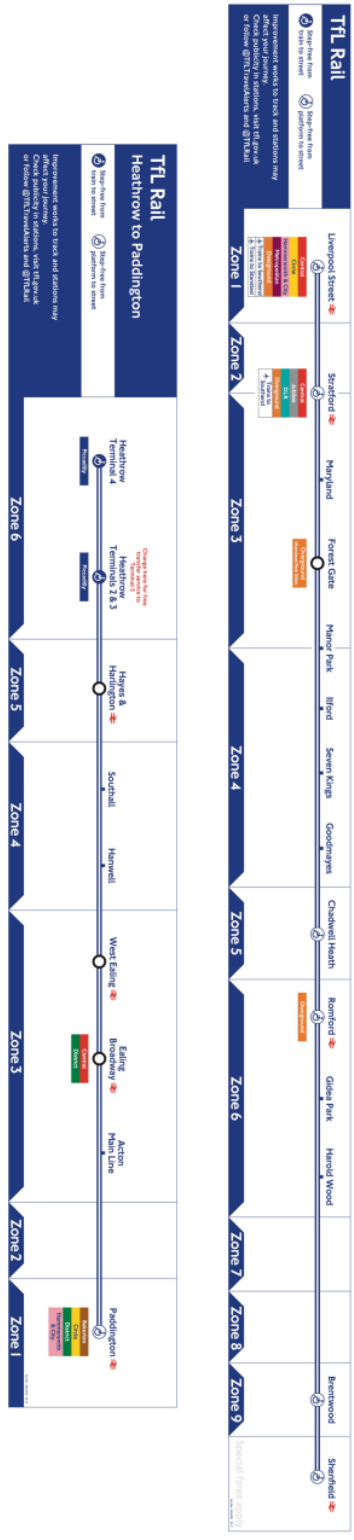
11. South Eastern



12. South Western Railway

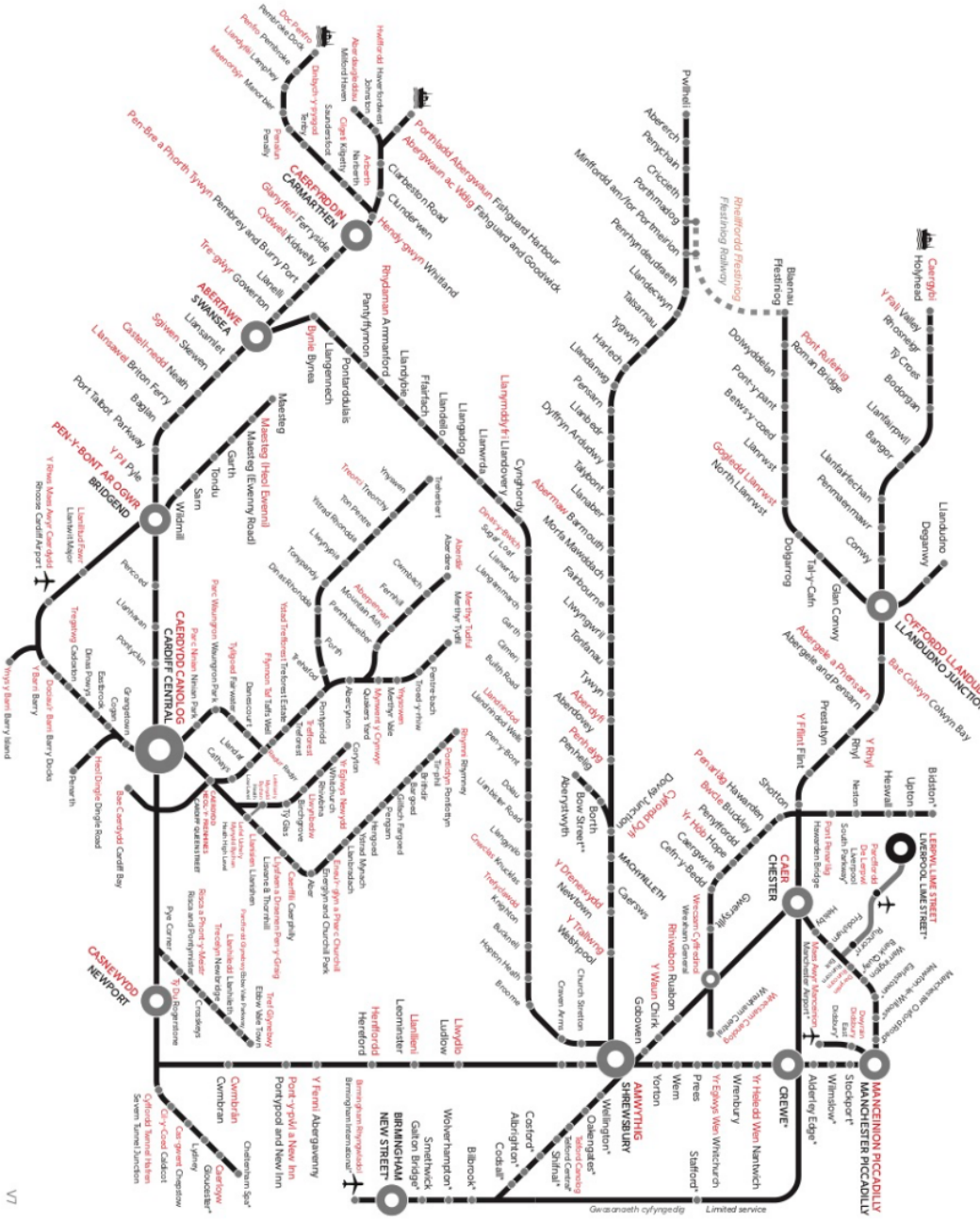


13. TfL Rail

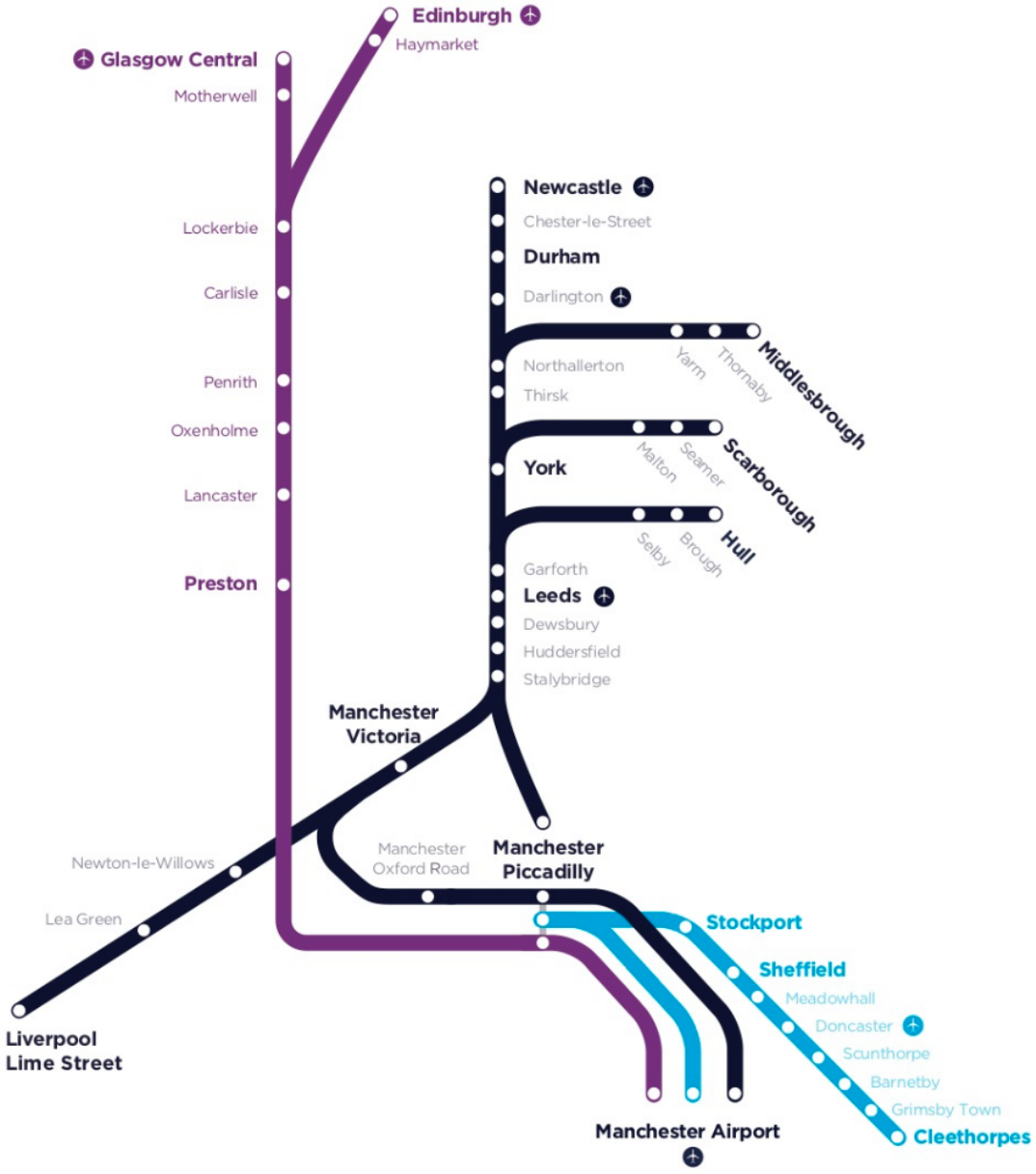

TfL Rail
Step-free from train to street
Step-free from platform to street
Improvement works to track and stations may affect your journey. Check availability in stations, visit tfl.gov.uk or follow @TfLTravelAlerts and @TfLRail
Liverpool Street
Stratford
Maryland
Forest Gate
Manor Park
Ilford
Seven Kings
Goodmayes
Chadwell Heath
Romford
Gidea Park
Harold Wood
Brentwood
Shenfield
Zone 1
Zone 2
Zone 3
Zone 4
Zone 5
Zone 6
Zone 7
Zone 8
Zone 9
Special Fares apply

TfL Rail
Heathrow to Paddington
Step-free from train to street
Step-free from platform to street
Improvement works to track and stations may affect your journey. Check availability in stations, visit tfl.gov.uk or follow @TfLTravelAlerts and @TfLRail
Heathrow Terminal 4
Heathrow Terminals 2 & 3
Hayes & Harlington
Southall
Hanwell
West Ealing
Ealing Broadway
Acton Main Line
Paddington
Zone 6
Zone 5
Zone 4
Zone 3
Zone 2
Zone 1

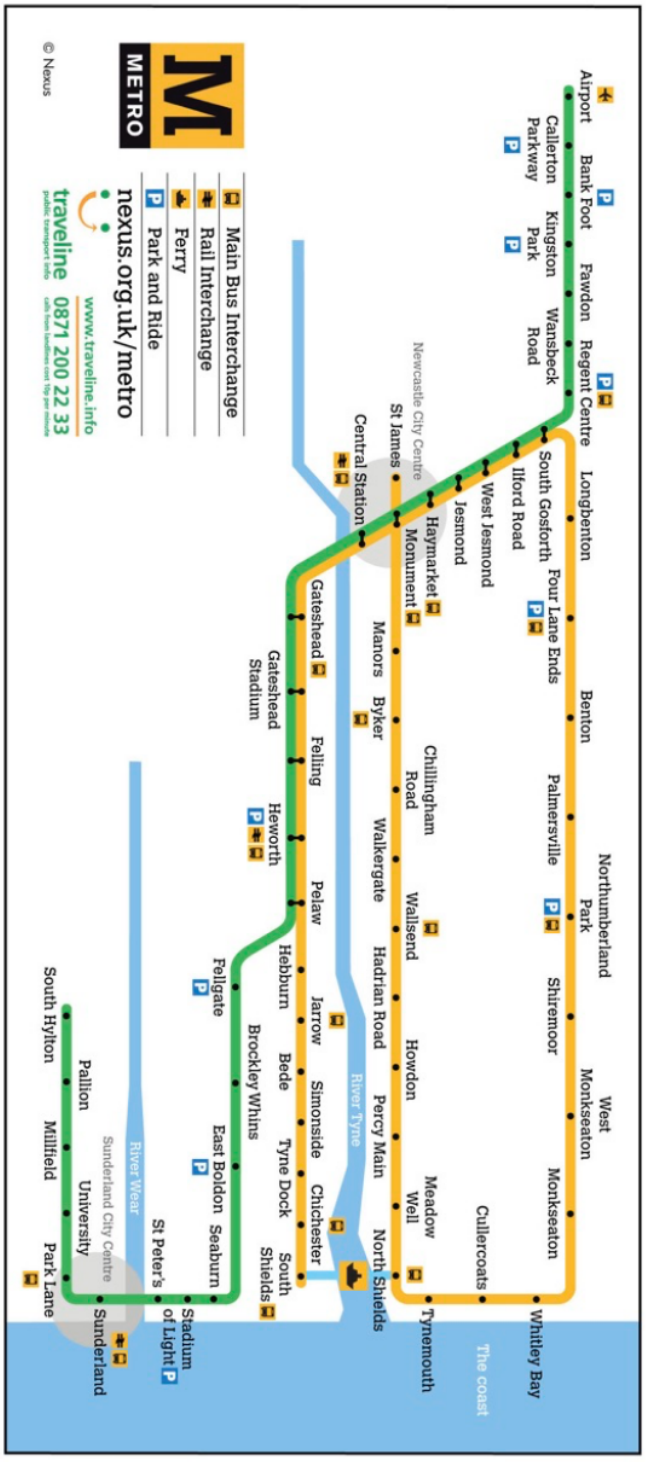
14. Transport for Wales



15. TransPennine Express

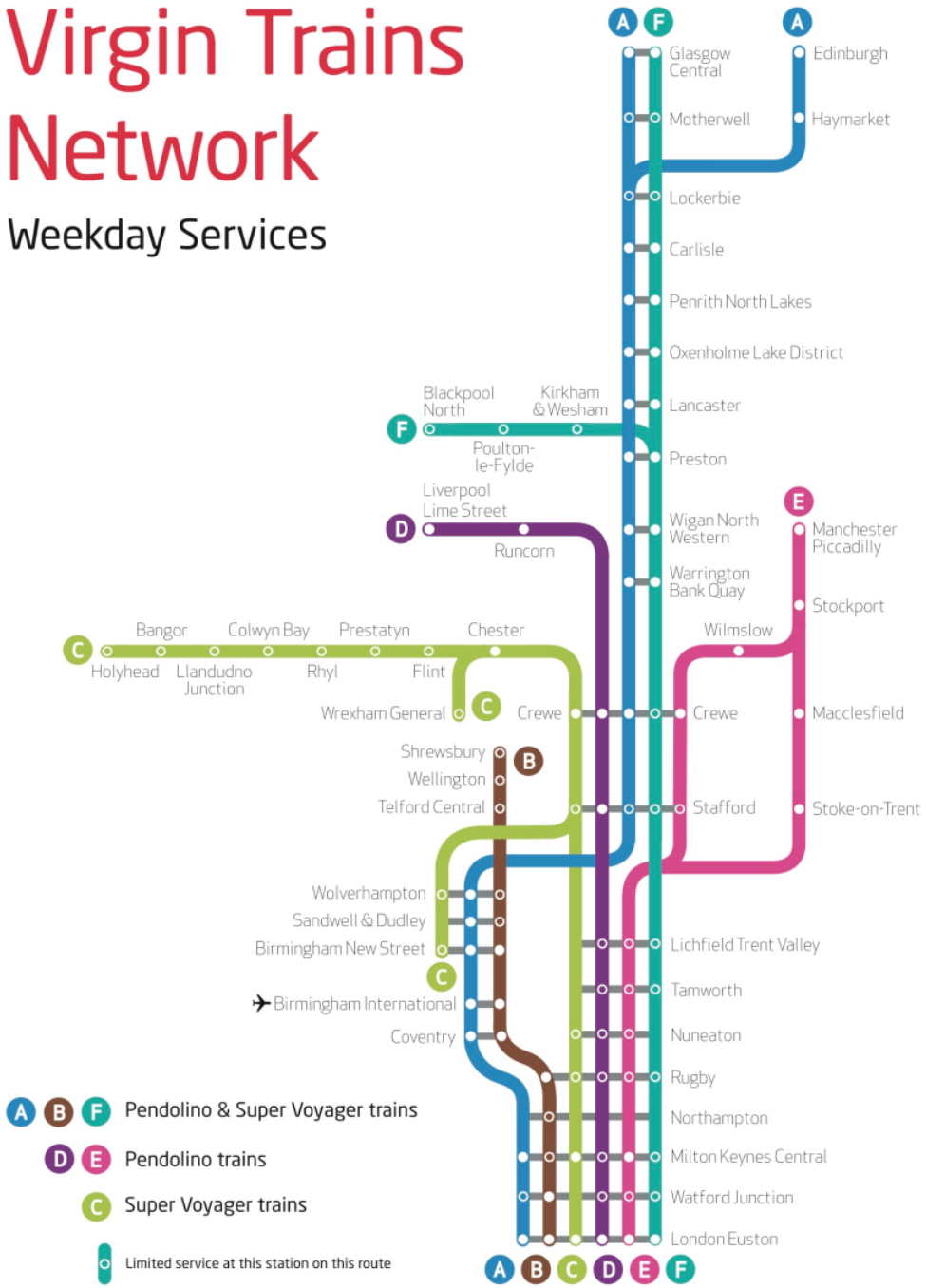


16. Tyne and Wear Metro



Virgin Trains Network

Weekday Services



18. West Midland Trains

Appendix 2: Designation Base of Listed Stations currently operational on the active National Rail Network of England

[Base data courtesy of Historic England, April 2019]

Train Operating Company	Abbreviation
c2c	c2c
Chiltern Railways	CR
East Midland Trains	EMT
Greater Anglia	GA
Govia Thameslink Railway	GTR
Great Western Railway	GWR
London North Eastern Railway	LNER
London Overground	LO
Mersey Rail	MR
Northern	N
Network Rail	Network Rail
South Eastern	SE
South Western Railway	SWR
TfL Rail	TfL Rail
Transport for Wales	TFW
TransPennine Express	TPE
Tyne & Wear Metro	TWM
Virgin Trains	VT
West Midland Trains	WMT

Key	
Entry Omitted from 'Railway Station' listing master data list gained from Historic England for this study	
Case Study selected for this Thesis	

	URL	Heritage Category	Grade	TOC	Heritage Asset Name	First Designated Date	Last Amendment Date
1	https://historicengland.org.uk/listing/the-list/list-entry/1066881	Listing	I	Network Rail	Paddington Station	11 January 1961	15 December 2009
2	https://historicengland.org.uk/listing/the-list/list-entry/1078328	Listing	I	Network Rail	King's Cross Station	10 June 1954	10 June 1954
3	https://historicengland.org.uk/listing/the-list/list-entry/1277385	Listing	I	TPE	Huddersfield Station	3 March 1952	03 March 1952
4	https://historicengland.org.uk/listing/the-list/list-entry/1282106	Listing	I	Network Rail	Bristol Temple Meads Station	1 November 1966	01 November 1966
5	https://historicengland.org.uk/listing/the-list/list-entry/1342037	Listing	I	Network Rail	St Pancras International Station	7 November 1967	11 January 1999
6	https://historicengland.org.uk/listing/the-list/list-entry/1355291	Listing	I	LNER	Newcastle Central Station	14 June 1954	26 January 2016
7	https://historicengland.org.uk/listing/the-list/list-entry/1059789	Listing	II*	GWR	Culham Station	20 May 1975	16 March 1987
8	https://historicengland.org.uk/listing/the-list/list-entry/1063311	Listing	II*	N	Edge Hill Station	14 October 1974	14 October 1974
9	https://historicengland.org.uk/listing/the-list/list-entry/1091971	Listing	II*	SWR	Southampton Central Station	18 March 1966	18 March 1966
10	https://historicengland.org.uk/listing/the-list/list-entry/1117145	Listing	II*	GWR	Mortimer Station	4 September 1975	04 September 1975
11	https://historicengland.org.uk/listing/the-list/list-entry/1185168	Listing	II*	TWM	Tynemouth Station	2 November 1978	02 November 1978
12	https://historicengland.org.uk/listing/the-list/list-entry/1187364	Listing	II*	GWR	Bridgewater Station	16 December 1974	16 December 1974
13	https://historicengland.org.uk/listing/the-list/list-entry/1196969	Listing	II*	VT	Carlisle Citadel Station	13 November 1972	13 November 1972
14	https://historicengland.org.uk/listing/the-list/list-entry/1210928	Listing	II*	VT	Stoke-on-Trent Station	19 April 1972	15 March 1993
15	https://historicengland.org.uk/listing/the-list/list-entry/1218434	Listing	II*	TPE	Hull Paragon Interchange Station	13 October 1952	13 October 1952
16	https://historicengland.org.uk/listing/the-list/list-entry/1256554	Listing	II*	LNER	York Railway Station	1 July 1968	01 July 1968
17	https://historicengland.org.uk/listing/the-list/list-entry/1271301	Listing	II*	EMT	Nottingham Railway Station	12 July 1972	12 July 1972

	URL	Heritage Category	Grade	TOC	Heritage Asset Name	First Designated Date	Last Amendment Date
18	https://historicengland.org.uk/listing/the-list/list-entry/1310079	Listing	II*	LNER	Darlington Station	6 September 1977	06 September 1977
19	https://historicengland.org.uk/listing/the-list/list-entry/1322962	Listing	II*	N	North Road Station	28 April 1952	06 September 1977
20	https://historicengland.org.uk/listing/the-list/list-entry/1370462	Listing	II*	N	Wylam Station	17 February 1972	17 February 1972
21	https://historicengland.org.uk/listing/the-list/list-entry/1375937	Listing	II*	TFW	Chester Station	31 July 1970	23 July 1998
22	https://historicengland.org.uk/listing/the-list/list-entry/1380797	Listing	II*	GTR	Brighton Station	30 April 1973	26 August 1999
23	https://historicengland.org.uk/listing/the-list/list-entry/1167853	Listing	II*	N	Filey Station	23 August 1985	
24	https://historicengland.org.uk/listing/the-list/list-entry/1395629	Listing	II*	GWR	Bath Spa Station	11 August 1972	15 October 2010
25	https://historicengland.org.uk/listing/the-list/list-entry/1027734	Listing	II	GTR	Bognor Regis Railway Station	8 August 1989	08 August 1989
26	https://historicengland.org.uk/listing/the-list/list-entry/1032434	Listing	II	GA	Thurston Station	9 May 1988	09 May 1988
27	https://historicengland.org.uk/listing/the-list/list-entry/1034363	Listing	II	SWR	Brading Station	14 April 1986	14 April 1986
28	https://historicengland.org.uk/listing/the-list/list-entry/1034738	Listing	II	WMT	Atherstone Station	12 March 1980	12 March 1980
29	https://historicengland.org.uk/listing/the-list/list-entry/1036171	Listing	II	GWR	Bradford-on-Avon Railway Station	8 October 1992	08 October 1992
30	https://historicengland.org.uk/listing/the-list/list-entry/1039325	Listing	II	WMT	Codsall Station	28 March 1985	28 March 1985
31	https://historicengland.org.uk/listing/the-list/list-entry/1039969	Listing	II	SWR	Chertsey Station	3 June 1986	03 June 1986
32	https://historicengland.org.uk/listing/the-list/list-entry/1042440	Listing	II	LNER	Berwick-upon-Tweed Railway Station	26 May 1971	26 May 1971
33	https://historicengland.org.uk/listing/the-list/list-entry/1042760	Listing	II	N	Morpeth Station	22 August 1986	22 August 1986
34	https://historicengland.org.uk/listing/the-list/list-entry/1044019	Listing	II	GTR	Seaford Station	14 November 1986	14 November 1986
35	https://historicengland.org.uk/listing/the-list/list-entry/1044179	Listing	II	SE	Battle Station	13 May 1987	13 May 1987
36	https://historicengland.org.uk/listing/the-list/list-entry/1044802	Listing	II	N	Corbridge Station	17 February 1972	17 February 1972
37	https://historicengland.org.uk/listing/the-list/list-entry/1045024	Listing	II	N	Worksop Station	10 April 1975	01 April 1985
38	https://historicengland.org.uk/listing/the-list/list-entry/1051837	Listing	II	GA	Norwich Station	8 April 1986	08 April 1986
39	https://historicengland.org.uk/listing/the-list/list-entry/1053261	Listing	II	GWR	Charlbury Station	7 January 1975	07 January 1975
40	https://historicengland.org.uk/listing/the-list/list-entry/1054224	Listing	II	TFW	Gobowen Station	21 April 1981	02 September 1987
41	https://historicengland.org.uk/listing/the-list/list-entry/1054940	Listing	II	TFW	Knighton Station	28 May 1987	28 May 1987
42	https://historicengland.org.uk/listing/the-list/list-entry/1062003	Listing	II	EMT	Swinderby Station	9 December 1983	09 December 1983
43	https://historicengland.org.uk/listing/the-list/list-entry/1062114	Listing	II	EMT	Sleaford Station	10 December 1986	10 December 1986
44	https://historicengland.org.uk/listing/the-list/list-entry/1063914	Listing	II	EMT	Spalding Station	16 March 1990	16 March 1990
45	https://historicengland.org.uk/listing/the-list/list-entry/1064073	Listing	II	EMT	Saxilby Station	11 June 1985	11 June 1985
46	https://historicengland.org.uk/listing/the-list/list-entry/1064353	Listing	II	LO	Crystal Palace Station	29 June 1973	29 June 1973
47	https://historicengland.org.uk/listing/the-list/list-entry/1070493	Listing	II	SE	Snodland Station	15 March 1989	15 March 1989
48	https://historicengland.org.uk/listing/the-list/list-entry/1073169	Listing	II	N	Appley Bridge Station	19 August 1988	19 August 1988
49	https://historicengland.org.uk/listing/the-list/list-entry/1074404	Listing	II	EMT	Market Harborough Station	25 March 1975	19 September 1977
50	https://historicengland.org.uk/listing/the-list/list-entry/1079149	Listing	II	c2c	Fenchurch Street Station	14 April 1972	14 April 1972
51	https://historicengland.org.uk/listing/the-list/list-entry/1082821	Listing	II	WMT	Great Malvern Station	12 September 1969	22 September 2015
52	https://historicengland.org.uk/listing/the-list/list-entry/1085975	Listing	II	SE	Bat and Ball Station	24 July 1990	31 August 1990
53	https://historicengland.org.uk/listing/the-list/list-entry/1086060	Listing	II	SE	Ramsgate Station	4 February 1988	11 July 2000
54	https://historicengland.org.uk/listing/the-list/list-entry/1096022	Listing	II	SWR	Chiswick Station	29 November 2002	29 November 2002
55	https://historicengland.org.uk/listing/the-list/list-entry/1096106	Listing	II	N	Bridlington Station	9 April 2003	09 April 2003
56	https://historicengland.org.uk/listing/the-list/list-entry/1096669	Listing	II	GWR	Dawlish Railway Station	17 July 1951	16 March 2018
57	https://historicengland.org.uk/listing/the-list/list-entry/1103398	Listing	II	N	Cottingham Station	16 May 1988	16 May 1988
58	https://historicengland.org.uk/listing/the-list/list-entry/1104906	Listing	II	MR	Little Sutton Station	17 May 1985	17 May 1985
59	https://historicengland.org.uk/listing/the-list/list-entry/1106340	Listing	II	N	Widnes North Station	31 October 1983	31 October 1983
60	https://historicengland.org.uk/listing/the-list/list-entry/1106602	Listing	II	GWR	Eggesford Station	19 February 1986	19 February 1986
61	https://historicengland.org.uk/listing/the-list/list-entry/1111121	Listing	II	GA	Roydon Station	30 April 1971	30 April 1971
62	https://historicengland.org.uk/listing/the-list/list-entry/1113374	Listing	II	GWR	Slough Station	3 August 1984	03 August 1984
63	https://historicengland.org.uk/listing/the-list/list-entry/1114037	Listing	II	WMT	Ridgmont Station	7 July 1977	07 July 1977

	URL	Heritage Category	Grade	TOC	Heritage Asset Name	First Designated Date	Last Amendment Date
64	https://historicengland.org.uk/listing/the-list/list-entry/1116586	Listing	II	VT	Stafford Station	10 January 1972	10 January 1972
65	https://historicengland.org.uk/listing/the-list/list-entry/1117351	Listing	II	GA	Harlow Town Station	25 November 1995	25 November 1995
66	https://historicengland.org.uk/listing/the-list/list-entry/1117737	Listing	II	SWR	Windsor & Eton Riverside Station	2 October 1975	02 October 1975
67	https://historicengland.org.uk/listing/the-list/list-entry/1119995	Listing	II	SWR	Wareham Station	8 April 1976	08 April 1976
68	https://historicengland.org.uk/listing/the-list/list-entry/1128648	Listing	II	GTR	Huntingdon Station	27 May 1977	27 May 1977
69	https://historicengland.org.uk/listing/the-list/list-entry/1131702	Listing	II	N	Hellifield Station	7 April 1977	07 April 1977
70	https://historicengland.org.uk/listing/the-list/list-entry/1132349	Listing	II	N	Settle Station	9 March 1984	13 September 1988
71	https://historicengland.org.uk/listing/the-list/list-entry/1139840	Listing	II	TPE	Middlesbrough Station	17 July 1968	17 July 1968
72	https://historicengland.org.uk/listing/the-list/list-entry/1143618	Listing	II	GWR	St Erth Station	14 January 1988	14 January 1988
73	https://historicengland.org.uk/listing/the-list/list-entry/1148751	Listing	II	N	Grosmont Station	7 July 1989	07 July 1989
74	https://historicengland.org.uk/listing/the-list/list-entry/1149543	Listing	II	TPE	Malton Station	19 March 1986	19 March 1986
75	https://historicengland.org.uk/listing/the-list/list-entry/1157045	Listing	II	EMT	Collingham Station	17 October 1984	17 October 1984
76	https://historicengland.org.uk/listing/the-list/list-entry/1160203	Listing	II	WMT	Fenny Stratford Station	26 September 1975	26 September 1975
77	https://historicengland.org.uk/listing/the-list/list-entry/1160328	Listing	II	N	Redcar Central Station	14 January 1988	14 January 1988
78	https://historicengland.org.uk/listing/the-list/list-entry/1161508	Listing	II	LNER	Durham Station	10 March 1988	10 March 1988
79	https://historicengland.org.uk/listing/the-list/list-entry/1162169	Listing	II	N	Nafferton Station	25 January 1985	25 January 1985
80	https://historicengland.org.uk/listing/the-list/list-entry/1164550	Listing	II	N	Beverley Station	7 October 1986	07 October 1986
81	https://historicengland.org.uk/listing/the-list/list-entry/1171244	Listing	II	GA	Downham Market Station	16 November 1972	16 November 1972
82	https://historicengland.org.uk/listing/the-list/list-entry/1174849	Listing	II	GTR	Letchworth Station	7 September 1979	07 September 1979
83	https://historicengland.org.uk/listing/the-list/list-entry/1175326	Listing	II	TFW	Bucknell Station	28 May 1987	28 May 1987
84	https://historicengland.org.uk/listing/the-list/list-entry/1178812	Listing	II	SWR	Woolston Station	8 October 1981	08 October 1981
85	https://historicengland.org.uk/listing/the-list/list-entry/1179030	Listing	II	EMT	Thurgarton Station	21 November 1974	21 November 1974
86	https://historicengland.org.uk/listing/the-list/list-entry/1179151	Listing	II	SWR	Rowlands Castle Station	12 March 1986	12 March 1986
87	https://historicengland.org.uk/listing/the-list/list-entry/1179348	Listing	II	SWR	Swaythling Station	8 October 1981	08 October 1981
88	https://historicengland.org.uk/listing/the-list/list-entry/1185071	Listing	II	SWR	Surbiton Station	6 October 1983	06 October 1983
89	https://historicengland.org.uk/listing/the-list/list-entry/1186820	Listing	II	SE	Penge East Station	17 March 1989	17 March 1989
90	https://historicengland.org.uk/listing/the-list/list-entry/1186833	Listing	II	SE	Bromley North Station	31 August 1990	31 August 1990
91	https://historicengland.org.uk/listing/the-list/list-entry/1186882	Listing	II	SE	Aylesford Station	25 February 1987	25 February 1987
92	https://historicengland.org.uk/listing/the-list/list-entry/1187584	Listing	II	GTR	Hove Station	2 November 1992	02 November 1992
93	https://historicengland.org.uk/listing/the-list/list-entry/1191033	Listing	II	GTR	Leatherhead Station	2 July 1981	02 July 1981
94	https://historicengland.org.uk/listing/the-list/list-entry/1191880	Listing	II	EMT	Wellingborough Station	5 May 1981	20 November 2014
95	https://historicengland.org.uk/listing/the-list/list-entry/1192129	Listing	II	GTR	Frant Station	31 December 1982	31 December 1982
96	https://historicengland.org.uk/listing/the-list/list-entry/1195054	Listing	II	VT	Lancaster Station	5 April 1990	13 March 1995
97	https://historicengland.org.uk/listing/the-list/list-entry/1196065	Listing	II	LNER	Newark Northgate Station	20 May 1988	20 May 1988
98	https://historicengland.org.uk/listing/the-list/list-entry/1196638	Listing	II	N	Burscough Bridge Station	1 March 1993	01 March 1993
99	https://historicengland.org.uk/listing/the-list/list-entry/1197092	Listing	II	GWR	Crediton Station	24 August 1989	24 August 1989
100	https://historicengland.org.uk/listing/the-list/list-entry/1199129	Listing	II	N	Keighley Station	4 December 1986	04 December 1986
101	https://historicengland.org.uk/listing/the-list/list-entry/1202700	Listing	II	GWR	Clifton Down Station	30 December 1994	30 December 1994
102	https://historicengland.org.uk/listing/the-list/list-entry/1204606	Listing	II	SWR	Windsor and Eton Central Station	2 October 1975	02 October 1975
103	https://historicengland.org.uk/listing/the-list/list-entry/1204612	Listing	II	SWR	Netley Station	14 February 1983	14 February 1983
104	https://historicengland.org.uk/listing/the-list/list-entry/1206832	Listing	II	GWR	Torquay Station	26 March 1986	26 March 1986
105	https://historicengland.org.uk/listing/the-list/list-entry/1207224	Listing	II	N	Morecambe Station	6 April 1979	06 April 1979
106	https://historicengland.org.uk/listing/the-list/list-entry/1207271	Listing	II	VT	Preston Station	15 March 1990	15 March 1990
107	https://historicengland.org.uk/listing/the-list/list-entry/1207777	Listing	II	MR	Cressington Station	14 March 1975	19 June 1985
108	https://historicengland.org.uk/listing/the-list/list-entry/1208540	Listing	II	GA	Wymondham Station	14 July 1972	14 September 1992

	URL	Heritage Category	Grade	TOC	Heritage Asset Name	First Designated Date	Last Amendment Date
109	https://historicengland.org.uk/listing/the-list/list-entry/1209609	Listing	II	GTR	Portslade Station	2 November 1992	02 November 1992
110	https://historicengland.org.uk/listing/the-list/list-entry/1210302	Listing	II	MR	Ormskirk Station	11 August 1972	01 March 1993
111	https://historicengland.org.uk/listing/the-list/list-entry/1213194	Listing	II	WMT	Woburn Sands Station	1 September 1975	01 September 1975
112	https://historicengland.org.uk/listing/the-list/list-entry/1214571	Listing	II	SWR	Ewell West Station	22 March 1974	22 March 1974
113	https://historicengland.org.uk/listing/the-list/list-entry/1217957	Listing	II	MR	Hunts Cross Station	14 March 1975	14 March 1975
114	https://historicengland.org.uk/listing/the-list/list-entry/1218006	Listing	II	GWR	Torre Station	10 January 1975	10 January 1975
115	https://historicengland.org.uk/listing/the-list/list-entry/1218084	Listing	II	MR	Birkenhead Hamilton Square Station	28 March 1974	28 March 1974
116	https://historicengland.org.uk/listing/the-list/list-entry/1218270	Listing	II	GWR	Dorcester West Station	8 May 1975	08 May 1975
117	https://historicengland.org.uk/listing/the-list/list-entry/1219218	Listing	II	GA	Thetford Station	10 March 1971	18 October 2013
118	https://historicengland.org.uk/listing/the-list/list-entry/1221627	Listing	II	WMT	Albrighton Railway Station	26 September 1984	26 September 1984
119	https://historicengland.org.uk/listing/the-list/list-entry/1223544	Listing	II	GWR	Stroud Railway Station	30 June 1989	30 June 1989
120	https://historicengland.org.uk/listing/the-list/list-entry/1224483	Listing	II	GWR	Topsham Station	15 February 1988	15 February 1988
121	https://historicengland.org.uk/listing/the-list/list-entry/1228701	Listing	II	EMT	Newark Castle Station	19 May 1971	19 May 1971
122	https://historicengland.org.uk/listing/the-list/list-entry/1229843	Listing	II	N	Hebden Bridge Station	17 April 1978	17 April 1978
123	https://historicengland.org.uk/listing/the-list/list-entry/1230788	Listing	II	N	Sankey for Penketh Station	19 July 1984	19 July 1984
124	https://historicengland.org.uk/listing/the-list/list-entry/1233612	Listing	II	SE	Etchingham Station	13 May 1987	13 May 1987
125	https://historicengland.org.uk/listing/the-list/list-entry/1236707	Listing	II	Network Rail	Charing Cross Station	8 April 1987	08 April 1987
126	https://historicengland.org.uk/listing/the-list/list-entry/1238269	Listing	II	GA	Audley End Station	1 September 1971	22 February 1980
127	https://historicengland.org.uk/listing/the-list/list-entry/1238570	Listing	II	GTR	Plumpton Station	27 September 1979	27 September 1979
128	https://historicengland.org.uk/listing/the-list/list-entry/1239920	Listing	II	SWR	Barnes Station	5 February 1991	05 February 1991
129	https://historicengland.org.uk/listing/the-list/list-entry/1239952	Listing	II	N	Ruswarp Station	19 April 1990	19 April 1990
130	https://historicengland.org.uk/listing/the-list/list-entry/1240315	Listing	II	SE	Faversham Station	18 December 1986	18 December 1986
131	https://historicengland.org.uk/listing/the-list/list-entry/1242649	Listing	II	SE	Canterbury West Station	7 September 1973	07 September 1973
132	https://historicengland.org.uk/listing/the-list/list-entry/1242812	Listing	II	MR	Hoylake Station	20 January 1988	20 January 1988
133	https://historicengland.org.uk/listing/the-list/list-entry/1242849	Listing	II	VT	Coventry Station	24 November 1995	24 November 1995
134	https://historicengland.org.uk/listing/the-list/list-entry/1243452	Listing	II	TPE	Scarborough Station	8 June 1973	08 June 1973
135	https://historicengland.org.uk/listing/the-list/list-entry/1245943	Listing	II	GTR	Appledore Station	2 July 2001	02 July 2001
136	https://historicengland.org.uk/listing/the-list/list-entry/1246025	Listing	II	SE	Ladywell Station	23 December 1998	23 December 1998
137	https://historicengland.org.uk/listing/the-list/list-entry/1246217	Listing	II	SE	Wadhurst Station	6 December 2000	06 December 2000
138	https://historicengland.org.uk/listing/the-list/list-entry/1246546	Listing	II	TFW	Shrewsbury Station	30 May 1969	17 November 1995
139	https://historicengland.org.uk/listing/the-list/list-entry/1247893	Listing	II	EMT	Matlock Bath Station	15 June 1971	15 June 1971
140	https://historicengland.org.uk/listing/the-list/list-entry/1247945	Listing	II	EMT	Cromford Station	15 June 1971	15 June 1971
141	https://historicengland.org.uk/listing/the-list/list-entry/1247961	Listing	II	EMT	Beeston Station	11 March 1987	05 December 2014
142	https://historicengland.org.uk/listing/the-list/list-entry/1249186	Listing	II	N	Skipton Station	4 April 1991	04 April 1991
143	https://historicengland.org.uk/listing/the-list/list-entry/1249731	Listing	II	SE	Sandwich Station	19 October 1995	19 October 1995
144	https://historicengland.org.uk/listing/the-list/list-entry/1252164	Listing	II	GTR	Rye Station	11 April 1980	11 April 1980
145	https://historicengland.org.uk/listing/the-list/list-entry/1252605	Listing	II	GTR	Bishopstone Station	25 August 1987	25 August 1987
146	https://historicengland.org.uk/listing/the-list/list-entry/1252768	Listing	II	EMT	Oakham Station	14 February 1990	14 February 1990
147	https://historicengland.org.uk/listing/the-list/list-entry/1253195	Listing	II	TFW	Frodsham Station	6 December 1985	06 December 1985
148	https://historicengland.org.uk/listing/the-list/list-entry/1253460	Listing	II	TFW	Helsby Station	6 December 1985	06 December 1985
149	https://historicengland.org.uk/listing/the-list/list-entry/1253684	Listing	II	GA	Needham Market Station	19 May 1986	19 May 1986
150	https://historicengland.org.uk/listing/the-list/list-entry/1254725	Listing	II	N	Manchester Victoria Station	20 June 1988	06 June 1994
151	https://historicengland.org.uk/listing/the-list/list-entry/1255053	Listing	II	N	Manchester Oxford Road Station	24 November 1995	26 February 2013
152	https://historicengland.org.uk/listing/the-list/list-entry/1255570	Listing	II	Network Rail	Leeds Station	11 September 1996	11 September 1996

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153	https://historicengland.org.uk/listing/the-list/list-entry/1258253	Listing	II	N	Wakefield Kirkgate Station	1 February 1979	01 February 1979
154	https://historicengland.org.uk/listing/the-list/list-entry/1259136	Listing	II	N	Halifax Station	19 November 1980	19 November 1980
155	https://historicengland.org.uk/listing/the-list/list-entry/1259556	Listing	II	GTR	Lewes Station	11 December 1996	11 December 1996
156	https://historicengland.org.uk/listing/the-list/list-entry/1260321	Listing	II	SE	Margate Station	25 August 1987	25 August 1987
157	https://historicengland.org.uk/listing/the-list/list-entry/1260672	Listing	II	SWR	Kew Bridge Station	23 July 1992	23 July 1992
158	https://historicengland.org.uk/listing/the-list/list-entry/1261389	Listing	II	N	Blackburn Station	28 September 1995	28 September 1995
159	https://historicengland.org.uk/listing/the-list/list-entry/1261393	Listing	II	N	Whitby Station	4 December 1972	04 December 1972
160	https://historicengland.org.uk/listing/the-list/list-entry/1262160	Listing	II	GTR	Eastbourne Station	3 July 1981	03 July 1981
161	https://historicengland.org.uk/listing/the-list/list-entry/1263842	Listing	II	EMT	Cromford Station	15 June 1971	15 June 1971
162	https://historicengland.org.uk/listing/the-list/list-entry/1266689	Listing	II	Network Rail	London Victoria Station	5 February 1970	23 July 2001
163	https://historicengland.org.uk/listing/the-list/list-entry/1267906	Listing	II	CR	Marylebone Station	18 November 1996	18 November 1996
164	https://historicengland.org.uk/listing/the-list/list-entry/1268119	Listing	II	GWR	Chippenham Station	22 June 1978	16 September 1996
165	https://historicengland.org.uk/listing/the-list/list-entry/1268292	Listing	II	GTR	Horsham Station	2 September 1996	02 September 1996
166	https://historicengland.org.uk/listing/the-list/list-entry/1268428	Listing	II	SE	West Malling Station	9 November 2000	09 November 2000
167	https://historicengland.org.uk/listing/the-list/list-entry/1268875	Listing	II	GA	Hertford East Station	4 April 1974	04 April 1974
168	https://historicengland.org.uk/listing/the-list/list-entry/1269659	Listing	II	N	Grange over Sands Stations	2 May 1975	12 July 1996
169	https://historicengland.org.uk/listing/the-list/list-entry/1270170	Listing	II	N	Ulverston Station	24 June 1974	19 April 1996
170	https://historicengland.org.uk/listing/the-list/list-entry/1270904	Listing	II	EMT	Sheffield Station	5 September 1975	04 December 2014
171	https://historicengland.org.uk/listing/the-list/list-entry/1270974	Listing	II	GA	Bury St Edmunds Station	12 July 1972	12 July 1972
172	https://historicengland.org.uk/listing/the-list/list-entry/1276357	Listing	II	N	Chathill Station	2 November 1973	02 November 1973
173	https://historicengland.org.uk/listing/the-list/list-entry/1277673	Listing	II	N	Knaresborough Station	12 March 1986	12 March 1986
174	https://historicengland.org.uk/listing/the-list/list-entry/1278326	Listing	II	GTR	Boxhill & West Humble Station	30 December 1980	30 December 1980
175	https://historicengland.org.uk/listing/the-list/list-entry/1279577	Listing	II	GA	Ingatestone Station	20 February 1976	09 December 1994
176	https://historicengland.org.uk/listing/the-list/list-entry/1281411	Listing	II	SWR	Eastleigh Station	14 February 1983	14 February 1983
177	https://historicengland.org.uk/listing/the-list/list-entry/1284364	Listing	II	GA	Felixstone Station	23 December 1980	23 December 1980
178	https://historicengland.org.uk/listing/the-list/list-entry/1286133	Listing	II	Network Rail	London Liverpool Street Station	5 August 1975	05 August 1975
179	https://historicengland.org.uk/listing/the-list/list-entry/1288236	Listing	II	EMT	Mansfield Station	17 March 1978	21 March 1994
180	https://historicengland.org.uk/listing/the-list/list-entry/1290486	Listing	II	VT	Stoke-on-Trent Station	19 April 1972	19 April 1972
181	https://historicengland.org.uk/listing/the-list/list-entry/1290851	Listing	II	SE	Greenwich Station	8 June 1973	08 June 1973
182	https://historicengland.org.uk/listing/the-list/list-entry/1291364	Listing	II	SWR	Brading Station	14 April 1986	14 April 1986
183	https://historicengland.org.uk/listing/the-list/list-entry/1292513	Listing	II	GA	Stowmarket Station	19 April 1972	19 April 1972
184	https://historicengland.org.uk/listing/the-list/list-entry/1293480	Listing	II	SWR	Farncombe Station	8 August 1990	08 August 1990
185	https://historicengland.org.uk/listing/the-list/list-entry/1297502	Listing	II	WMT	Stone Railway Station	27 July 1972	27 July 1972
186	https://historicengland.org.uk/listing/the-list/list-entry/1300394	Listing	II	TPE	Dewsbury Station	18 November 1977	18 November 1977
187	https://historicengland.org.uk/listing/the-list/list-entry/1300576	Listing	II	N	Ilkley Station	20 May 1976	20 May 1976
188	https://historicengland.org.uk/listing/the-list/list-entry/1303261	Listing	II	SWR	Micheldever Station	16 November 1983	16 November 1983
189	https://historicengland.org.uk/listing/the-list/list-entry/1304289	Listing	II	GWR	Kemble Station	27 February 1986	27 February 1986
190	https://historicengland.org.uk/listing/the-list/list-entry/1305565	Listing	II	GA	Great Chesterford Station	1 September 1971	22 February 1980
191	https://historicengland.org.uk/listing/the-list/list-entry/1311476	Listing	II	N	Appleby Station	14 May 1990	14 May 1990
192	https://historicengland.org.uk/listing/the-list/list-entry/1314843	Listing	II	N	Mexborough Station	26 November 1987	26 November 1987
193	https://historicengland.org.uk/listing/the-list/list-entry/1317423	Listing	II	EMT	Swinderby Station	9 December 1983	09 December 1983
194	https://historicengland.org.uk/listing/the-list/list-entry/1320325	Listing	II	EMT	Loughborough Station	5 May 1981	05 May 1981
195	https://historicengland.org.uk/listing/the-list/list-entry/1321648	Listing	II	WMT	Millbrook Station	7 July 1977	07 July 1977

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196	https://historicengland.org.uk/listing/the-list/list-entry/1321892	Listing	II	Network Rail	Reading Station	21 January 1976	21 January 1976
197	https://historicengland.org.uk/listing/the-list/list-entry/1321982	Listing	II	GWR	Slough Station	3 August 1984	03 August 1984
198	https://historicengland.org.uk/listing/the-list/list-entry/1324706	Listing	II	SWR	Bournemouth Station	1 August 1974	01 August 1974
199	https://historicengland.org.uk/listing/the-list/list-entry/1326905	Listing	II	VT	Penrith Station	9 February 1983	09 February 1983
200	https://historicengland.org.uk/listing/the-list/list-entry/1329515	Listing	II	N	Stockton Station	11 January 1989	11 January 1989
201	https://historicengland.org.uk/listing/the-list/list-entry/1329997	Listing	II	MR	Ellesmere Port Station	16 May 1984	17 May 1985
202	https://historicengland.org.uk/listing/the-list/list-entry/1330351	Listing	II	N	Hough Green Station	31 October 1983	31 October 1983
203	https://historicengland.org.uk/listing/the-list/list-entry/1334789	Listing	II	N	Chapel-en-le-Frith Station	12 April 1984	12 April 1984
204	https://historicengland.org.uk/listing/the-list/list-entry/1336960	Listing	II	N	Wetheral Station	22 September 1983	22 September 1983
205	https://historicengland.org.uk/listing/the-list/list-entry/1338279	Listing	II	GA	Braintree Station	25 July 1989	25 July 1989
206	https://historicengland.org.uk/listing/the-list/list-entry/1338851	Listing	II	LO	Clapham High Street Station	27 March 1981	27 March 1981
207	https://historicengland.org.uk/listing/the-list/list-entry/1339685	Listing	II	SWR	Andover Station	24 June 1983	24 June 1983
208	https://historicengland.org.uk/listing/the-list/list-entry/1341495	Listing	II	SE	Gravesend Station	3 July 1975	03 July 1975
209	https://historicengland.org.uk/listing/the-list/list-entry/1343248	Listing	II	N	Newton Le Willows Station	23 August 1985	23 August 1985
210	https://historicengland.org.uk/listing/the-list/list-entry/1343264	Listing	II	N	Earlestown Station	3 February 1966	23 August 1985
211	https://historicengland.org.uk/listing/the-list/list-entry/1343683	Listing	II	GA	Cambridge Station	10 May 1962	10 May 1962
212	https://historicengland.org.uk/listing/the-list/list-entry/1344769	Listing	II	GWR	Taunton Station	4 July 1975	04 July 1975
213	https://historicengland.org.uk/listing/the-list/list-entry/1345526	Listing	II	GWR	Frome Station	18 April 1973	18 April 1973
214	https://historicengland.org.uk/listing/the-list/list-entry/1345931	Listing	II	SWR	Crewkerne Station	1 March 1973	01 March 1973
215	https://historicengland.org.uk/listing/the-list/list-entry/1346944	Listing	II	TPE	Cleethorpes Station	17 September 1980	17 September 1980
216	https://historicengland.org.uk/listing/the-list/list-entry/1352719	Listing	II	SWR	Godalming Station	7 December 1988	07 December 1988
217	https://historicengland.org.uk/listing/the-list/list-entry/1355007	Listing	II	TWM	Whitley Bay Station	19 February 1986	19 February 1986
218	https://historicengland.org.uk/listing/the-list/list-entry/1356499	Listing	II	N	Hale Station	2 May 1977	12 July 1985
219	https://historicengland.org.uk/listing/the-list/list-entry/1357467	Listing	II	SE	Tunbridge Wells Station	7 June 1974	07 June 1974
220	https://historicengland.org.uk/listing/the-list/list-entry/1357652	Listing	II	GTR	Battersea Park Station	7 April 1983	07 April 1983
221	https://historicengland.org.uk/listing/the-list/list-entry/1358479	Listing	II	SE	Blackheath Station	12 March 1973	12 March 1973
222	https://historicengland.org.uk/listing/the-list/list-entry/1358787	Listing	II	TfL Rail	Hanwell Station	15 September 1972	19 January 1981
223	https://historicengland.org.uk/listing/the-list/list-entry/1359780	Listing	II	EMT	Market Rasen	16 May 1984	16 May 1984
224	https://historicengland.org.uk/listing/the-list/list-entry/1363031	Listing	II	SE	Wateringbury Station	19 April 1985	19 April 1985
225	https://historicengland.org.uk/listing/the-list/list-entry/1365375	Listing	II	SWR	Shanklin Station	14 February 1992	14 February 1992
226	https://historicengland.org.uk/listing/the-list/list-entry/1365807	Listing	II	TPE	Selby Station	14 November 1980	14 November 1980
227	https://historicengland.org.uk/listing/the-list/list-entry/1366147	Listing	II	EMT	Stamford Station	26 April 1974	26 April 1974
228	https://historicengland.org.uk/listing/the-list/list-entry/1370192	Listing	II	EMT	Lowdham Station	13 May 1986	13 May 1986
229	https://historicengland.org.uk/listing/the-list/list-entry/1370815	Listing	II	N	Hexham Station	22 February 1988	22 February 1988
230	https://historicengland.org.uk/listing/the-list/list-entry/1371112	Listing	II	N	Acklington Station	29 March 1973	15 September 1988
231	https://historicengland.org.uk/listing/the-list/list-entry/1372596	Listing	II	EMT	Kettering Station	5 May 1981	26 November 2014
232	https://historicengland.org.uk/listing/the-list/list-entry/1375050	Listing	II	N	Headingley Station	22 August 1989	22 August 1989
233	https://historicengland.org.uk/listing/the-list/list-entry/1375972	Listing	II	CR	Birmingham Moor Street Station	30 July 1998	30 July 1998
234	https://historicengland.org.uk/listing/the-list/list-entry/1376144	Listing	II	SE	Herne Hill Station	20 August 1998	20 August 1998
235	https://historicengland.org.uk/listing/the-list/list-entry/1376146	Listing	II	N	Deansgate Station	20 August 1998	11 January 1999
236	https://historicengland.org.uk/listing/the-list/list-entry/1378232	Listing	II	SWR	Bookham Railway Station	24 August 1990	24 August 1990
237	https://historicengland.org.uk/listing/the-list/list-entry/1379825	Listing	II	GTR	Bexhill Station	19 November 1999	19 November 1999
238	https://historicengland.org.uk/listing/the-list/list-entry/1380139	Listing	II	GTR	Ockley Station	5 May 2000	05 May 2000
239	https://historicengland.org.uk/listing/the-list/list-entry/1384287	Listing	II	N	Glossop Station	4 December 1958	22 May 2000
240	https://historicengland.org.uk/listing/the-list/list-entry/1384563	Listing	II	N	Wigan Wallgate Station	8 December 1999	08 December 1999
241	https://historicengland.org.uk/listing/the-list/list-entry/1385099	Listing	II	GWR	Barnstaple Station	31 August 1988	29 September 1999

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242	https://historicengland.org.uk/listing/the-list/list-entry/1385391	Listing	II	GTR	Welwyn North Station	4 October 2000	04 October 2000
243	https://historicengland.org.uk/listing/the-list/list-entry/1385808	Listing	II	Network Rail	London Bridge Station	19 December 1988	19 December 1988
244	https://historicengland.org.uk/listing/the-list/list-entry/1385811	Listing	II	GTR	North Dulwich Station	29 July 1987	29 July 1987
245	https://historicengland.org.uk/listing/the-list/list-entry/1386053	Listing	II	GTR	Denmark Hill Station	17 September 1998	17 September 1998
246	https://historicengland.org.uk/listing/the-list/list-entry/1386820	Listing	II	GWR	Maiden Newton Station	26 April 1999	26 April 1999
247	https://historicengland.org.uk/listing/the-list/list-entry/1387026	Listing	II	SWR	Portsmouth & Southsea Station	18 March 1999	18 March 1999
248	https://historicengland.org.uk/listing/the-list/list-entry/1387572	Listing	II	N	Saltburn Station	11 June 1973	26 May 1999
249	https://historicengland.org.uk/listing/the-list/list-entry/1388347	Listing	II	GTR	Kenley Station	10 August 1999	10 August 1999
250	https://historicengland.org.uk/listing/the-list/list-entry/1388752	Listing	II	EMT	Lincoln Central Station	15 August 1973	15 August 1973
251	https://historicengland.org.uk/listing/the-list/list-entry/1389150	Listing	II	CR	High Wycombe Station	11 December 2000	11 December 2000
252	https://historicengland.org.uk/listing/the-list/list-entry/1389399	Listing	II	GTR	King's Lynn Station	24 August 2001	24 August 2001
253	https://historicengland.org.uk/listing/the-list/list-entry/1389413	Listing	II	SWR	Queenstown Road Station	3 September 2001	03 September 2001
254	https://historicengland.org.uk/listing/the-list/list-entry/1390156	Listing	II	WMT	Worcester Shrub Hill Station	5 April 1971	12 June 2001
255	https://historicengland.org.uk/listing/the-list/list-entry/1390496	Listing	II	CR	Leamington Spa Station	4 July 2003	04 July 2003
256	https://historicengland.org.uk/listing/the-list/list-entry/1391160	Listing	II	GWR	Romsey Station	15 December 2004	15 December 2004
257	https://historicengland.org.uk/listing/the-list/list-entry/1391885	Listing	II	N	Rainhill Station	23 February 2007	23 February 2007
258	https://historicengland.org.uk/listing/the-list/list-entry/1392389	Listing	II	GTR	Peckham Rye Station	31 January 2008	31 January 2008
259	https://historicengland.org.uk/listing/the-list/list-entry/1392847	Listing	II	SWR	Salisbury Station	16 September 2008	16 September 2008
260	https://historicengland.org.uk/listing/the-list/list-entry/1392980	Listing	II	GA	Mistley Station	22 December 2005	22 December 2005
261	https://historicengland.org.uk/listing/the-list/list-entry/1393158	Listing	II	GA	Broxbourne Station	2 March 2009	02 March 2009
262	https://historicengland.org.uk/listing/the-list/list-entry/1393556	Listing	II	N	Glazebrook Station	4 December 2009	04 December 2009
263	https://historicengland.org.uk/listing/the-list/list-entry/1393962	Listing	II	SE	East Farleigh Station	19 April 2007	19 April 2007
264	https://historicengland.org.uk/listing/the-list/list-entry/1396394	Listing	II	SE	Bearsted Station	5 January 2011	05 January 2011
265	https://historicengland.org.uk/listing/the-list/list-entry/1401582	Listing	II	GA	Attleborough Station	15 August 2011	15 August 2011
266	https://historicengland.org.uk/listing/the-list/list-entry/1409181	Listing	II	GWR	Swindon Station	17 July 2012	17 July 2012
267	https://historicengland.org.uk/listing/the-list/list-entry/1410351	Listing	II	SWR	Teddington Station	13 November 2012	13 November 2012
268	https://historicengland.org.uk/listing/the-list/list-entry/1416306	Listing	II	GTR	Berwick Station	10 October 2013	10 October 2013
269	https://historicengland.org.uk/listing/the-list/list-entry/1422397	Listing	II	N	Bromley Cross Station	7 April 2015	07 April 2015
270	https://historicengland.org.uk/listing/the-list/list-entry/1448779	Listing	II	GWR	Weston-super-Mare Station	20 November 2017	20 November 2017
271	https://historicengland.org.uk/listing/the-list/list-entry/1242678	Listing	II	c2c	Barking Railway Station	24 November 1995	

Appendix 3: Policy Detail pertaining to 'Stations' and Conservation obligations as set out in the DfT's 2018 updated TOC Franchise Agreement Summaries

Contractual commitments to	Chiltern Railways	East Midland Trains	c2c
Unspecified 'Improvement' to stations	1. Platform extensions at 13 stations to cater for longer trains	1. Improved stations, including more car parking, and trains	1. free wi-fi at stations
	2. A station improvement programme including customer information systems, enhanced passenger security, improved facilities for disabled passengers, and better accessibility to stations	2. Information screens to be installed at key stations including London St Pancras, Leicester, Derby and Sheffield	2. complete step-free access at all stations
		3. £1 million invested in improving accessibility at stations	3. more than 200 new car parking spaces and £457,000 invested in improving cycling facilities and accessibility at stations
Listed Stations / designated heritage assets	3. Reopening of two new platforms at **Birmingham Moor Street station**		3. Over £30 million invested in improving stations, including **Fenchurch Street** and **Barking**

Contractual commitments to	Greater Anglia	Great Western Railway	Northern
Unspecified 'Improvement' to stations	1. free wi-fi at stations	1. adding 1,700 car parking spaces at stations	1. stations staffed daily with catering services and free Wi-Fi at each one
		2. installing automatic ticket gates at key stations	
		3. a £30 million investment to improve stations and car parks	
		4. a £3.5 million station development match fund	
Listed Stations / designated heritage		5.modernising **Reading** and **Bristol Temple Meeds** stations	

Contractual commitments to	South Eastern	South Western Railway	Govia Thameslink Railway
Unspecified 'Improvement' to stations	1. self-service ticket machines will be installed at more stations with ticket gates at Swanley and Staplehurst	1. free wifi at all stations	1. Govia will invest significantly in improving stations, including free wi-fi at more than 100 stations, better retail and catering facilities and improvements to customer information systems
	2. opening hours at Cannon Street station will be extended so the station is open for 21 hours a day	2. investment in station improvements including: – refurbished waiting rooms – additional seating – improvements for step-free access – 60 electric vehicle charging points	2. Tough new benchmarks for ...station cleanliness and customer service information have also been agreed.
		3. over 40% reduction in energy use at stations	
Listed Stations / designated heritage assets		4. investment to make **Southampton Central station** a destination fit for the community it serves, with: – a new look entrance – improved retail – better facilities for passengers	3. the major infrastructure works entailed in the Thameslink Programme, particularly the redevelopment of **London Bridge station**

Contractual commitments to	Transport for Wales	Virgin Trains
Unspecified 'Improvement' to stations	1. full bi- lingual signage and recorded station announcements at stations	1. improving information systems/points at all major stations and spending at least £2 million on station improvements to include improved lighting, waiting facilities and access
	2. Introduction of a new, customer-focused 'Station Adopter' scheme	2. free wi-fi at stations
	3. £400,000 on improving station car parks at Cardiff Central (Wood Street), Chester, Hereford, Newport and Shrewsbury	3. more than £20 million invested to modernise and enhance stations, including improving waiting rooms, seats and shelters
		4. improved station cleanliness and accessibility
Listed Stations / designated heritage assets		

Appendix 4: Combined National Railway Heritage Awards Results and Railway Heritage Trust sponsored/shared projects by TOC in England: 2014-2018

Key	
National Railway Heritage Awards	
Railway Heritage Trust Annual Review Projects	

TOC	NRHA 2018	RHT 2018	NRHA 2017	RHT 2017	NRHA 2016	RHT 2016	NRHA 2015	RHT 2015	NRHA 2014	RHT 2014
Transport for Wales / Arriva Trains Wales	0	0	0	0	0	0	0	0	0	0
c2c	0	0	0	0	0	0	0	0	0	0
Chiltern Railways	0	2	0	0	0	0	0	2	0	0
East Midlands Trains	0	1	0	0	0	0	0	0	1	0
Govia Thameslink Railway	0	7	0	1	0	1	0	1	0	2
Great Western Railway	0	1	0	1	0	0	0	1	0	0
Greater Anglia	0	3	1	4	0	4	0	1	0	0
London Overground	0	0	0	0	0	0	0	0	0	1
LNER / East Coast	0	1	0	2	0	0	1	1	0	0
Merseyrail	0	0	0	0	1	0	0	0	0	1
Northern	0	1	0	2	0	2	0	0	0	1
South Western Railway	0	1	0	0	0	0	0	0	0	0
Southeastern	0	2	0	2	0	0	0	1	0	0
TfL Rail	0	0	0	0	0	0	0	0	0	0
TransPennine Express	0	0	0	0	0	0	0	1	0	0
Virgin Trains (West Coast)	1	1	0	0	1	1	0	0	0	0
West Midlands Trains	0	0	0	0	0	0	0	0	0	0
Tyne & Wear Metro	0	0	0	0	0	0	0	0	0	0
Network Rail	3	3	0	24	0	18	1	17	1	18

Appendix 5: National Railway Heritage Awards Results and Railway Heritage Trust sponsored/shared projects by Year: 2014-2018

Key	
National Railway Heritage Awards	
Railway Heritage Trust Annual Review Projects	

2018					
TOC	National Railway Heritage Awards	Railway Heritage Trust Annual Review Projects			Station
	Award [Conservation Practice]	Projects Financed	Financial input		
Transport for Wales					
c2c					
Chiltern Railways		Restoration of GWR notice boards	£	650	Leamington Spa
		Heritage railings	£	1,781	Leamington Spa
East Midlands Trains		Heritage renovation	£	83,260	Lincoln
Govia Thameslink Railway		South Pavilion Rennovation			Cambridge
		Station renovation and refurbishment			Bognor Regis
		Station Forecourt renenwal			Peckham Rye
		Heritage fencing	£	4,921	Downham Market
		Replica heritage gates	£	2,000	Eastbourne
		Platform building refurbishment	£	52,555	Portslade
		Conversion of station house into a hotel reception	£	62,700	Welwyn North
Great Western Railway		Rennovated branch interchange building			St Erth
Greater Anglia		Reinstatement of clock tower cladding	£	120,000	Cleethorpes
		Station building resotration	£	120,000	Attleborough
		New GER style benches			Wickham Market
London Overground					
LNER		New doorways and entrance hall work	£	12,848	Doncaster
Merseyrail					
Northern		Waiting Shelter	£	22,000	Appleby
South Western Railway		Station building restoration	£	18,560	Sandown
Southeastern		Retaining wall & railings	£	6,508	Battle
		Heritage elements of refurbishment			Herne Hill
TfL Rail					
TransPennine Express					
Virgin Trains (West Coast)	Hendy & Pendle Trust Commercial Restoration Award [Parcel Office Restoration]				Durham
		Parcel office conversion to micropub	£	20,828	Durham
West Midlands Trains					
Tyne & Wear Metro					
Network Rail	Great Western Craft Skills Award [Station clock tower]				Cleethorpes
	Bombardier Crossrail Award for Urban Heritage [Station roof]				Carlisle
	Railway Heritage Trust Conservation Award [Station and Signal Box]				Worksop
		Heritage repairs and refurbishment			Wigan Wallgate
		Historic Arches			London Bridge
		Historic Roofing Overhaul			Middlesbrough

2017				
TOC	National Railway Heritage Awards	Railway Heritage Trust Annual Review Projects		
	Award [Conservation Practice]	Projects Financed	Financial input	Station
Transport for Wales / Arriva Trains Wales				
c2c				
Chiltern Railways				
East Midlands Trains				
Govia Thameslink Railway		Heritage elements of refurbishment to Network South East Colours	£ 16,063	Downham Market
Great Western Railway		Heritage fencing	£ 3,000	Yatton
Greater Anglia	The MTR Crossrail Award for Urban Heritage [Cambridge station College crests]			Cambridge
		Conversion of south building to restaurant	£ 129,000	Cambridge
		Roundels refurbishment	£ 10,000	Cambridge
		Heritage elements of refurbishment	£ 69,649	Bury St Edmunds
		Heritage works to buildings & footbridge	£ 279,000	Ingatestone
London Overground				
LNER [Virgin Trains East Coast]		Conversion of former buffet room to bar	£ 8,485	Doncaster
		Downside structure roof & drainage works	£ 28,141	Durham
Merseyrail				
Northern		Conversion of former booking office to office	£ 9,351	Haltwhistle
		Restoration & creation of enterprise hub	£ 1,380,000	Morpeth
South Western Railway				
Southeastern		Improvements to external & internal fabric	£ 49,818	Margate
		Improvements to external & internal fabric	£ 71,377	Ramsgate
TfL Rail				
TransPennine Express				
Virgin Trains (West Coast)				
West Midlands Trains				
Tyne & Wear Metro				
Network Rail		Brick parapet, canopy & frontage works	£ 57,000	Bournemouth
		Heritage elements of refurbishment	£ 46,426	Bury St Edmunds
		Conversion of south building to restaurant	£ 131,000	Cambridge
		Roundels refurbishment	£ 40,835	Cambridge
		Conversion of former waiting room to bar	£ 24,293	Carlisle
		New glass to tower clock faces	£ 1,274	Cleethorpes
		Heritage elements of refurbishment	£ 35,663	Coventry
		Conversion of former buffet room to bar	£ 5,750	Doncaster
		Heritage elements of refurbishment to Network South East Colours	£ 11,000	Downham Market
		Accumulator tower roof repairs	£ 6,824	Edge Hill
		Conversion of former booking office to office	£ 10,200	Haltwhistle
		Heritage works to buildings & footbridge	£ 151,000	Ingatestone
		Restoration works	£ 44,000	Knaresborough
		Heritage items of café area refurbishment	£ 20,000	Lancaster
		Heritage elements of roof works	£ 25,000	Lincoln
		Heritage works to 'warren truss' girders & quadripartite arches	£ 240,000	London Bridge
		Improvements to external & internal fabric	£ 29,211	Margate
		Restoration & creation of enterprise hub	£ 250,000	Morpeth
		Restoration of heritage features in café area	£ 12,000	Newark Castle
		Reinstatement of porte cochère details	£ 11,750	Nottingham
		Improvements to external & internal fabric	£ 41,909	Ramsgate
		Restoration of pointing	£ 15,985	Snodland
		Replacement canopy	£ 150,000	Stamford
		Heritage fencing	£ 3,000	Yatton

2016					
TOC	National Railway Heritage Awards	Railway Heritage Trust Annual Review Projects			Station
	Award [Conservation Practice]	Projects Financed	Financial input		
Transport for Wales / Arriva Trains Wales					
c2c					
Chiltern Railways					
East Midlands Trains					
Govia Thameslink Railway		Heritage Refurbishment	£	105,155	Leatherhead
Great Western Railway					
Greater Anglia		Cable survey & heritage lettering restoration	£	650,000	Broxbourne
		Cable removal & tidying up	£	1,533,403	Cambridge
		Structural repairs & heritage features improvements	£	17,920	Needham Market
		Replica GER canopy installation	£	54,861	Wickham Market
London Overground					
LNER					
Merseyrail	The MTR Crossrail Award for Urban Heritage [Liverpool James Street]				Liverpool James Street Station
Northern		Heritage lights installation	£	7,998	Glossop
		Refurbishment	£	804,000	Wakefield Kirkgate
South Western Railway					
Southeastern					
TfL Rail					
TransPennine Express					
Virgin Trains (West Coast)	The London Underground Operational Enhancement Award [Stoke-on-Trent]				Stoke-on-Trent
		Works to downside entrance building	£	118,543	Stoke-on-Trent
West Midlands Trains					
Tyne & Wear Metro					
Network Rail		Cable survey & heritage lettering restoration	£	27,000	Broxbourne
		Cable removal & tidying up	£	207,000	Cambridge
		Refurbishment of central block of MS&LR building into cycle workshop & store	£	50,000	Cleethorpes
		Heritage lights installation	£	8,000	Glossop
		Entrance canopy reinstatement	£	2,200	Herne Hill
		Restoration of former mess room as café & waiting room	£	9,609	Leamington Spa
		Heritage Refurbishment	£	70,000	Leatherhead
		Restoration of Driver arches on St Thomas Street	£	250,000	London Bridge
		New Heritage Doorways	£	1,680	Loughborough
		Heritage Restoration Work	£	75,000	Manchester Victoria
		Structural repairs & heritage features improvements	£	16,106	Needham Market
		Main building restoration	£	79,250	Newark Castle
		South staircase restoration	£	46,500	Peckham Rye
		Heritage Works	£	32,000	Snodland
		Works to downside entrance building	£	75,000	Stoke-on-Trent
		Refurbishment	£	40,000	Wakefield Kirkgate
		Replica GER canopy installation	£	36,573	Wickham Market
		Refurbishment & repair of windows & stonework	£	32,433	Wigan Wallgate

2015					
TOC	National Railway Heritage Awards	Railway Heritage Trust Annual Review Projects			Station
	Award [Conservation Practice]	Projects Financed	Financial Input		
Transport for Wales / Arriva Trains Wales					
c2c					
Chiltern Railways		Refurbishment of running-in board	£	3,690	High Wycombe
		Repairs & reinforcement of running-in boards	£	1,856	Leamington Spa
East Midlands Trains					
Govia Thameslink Railway		Improvement to toilets in heritage buildings	£	20,897	Downham Market
Great Western Railway		Refurbishment of former ticket office area as retail space	£	53,223	Taunton
Greater Anglia		Fabric restoration, pest control & cable management	£	25,500	Hertford East
London Overground					
LNER / East Coast	The London Underground Operational Enhancement Award [Newcastle Station]				Newcastle
		Conservation management plan	£	3,750	Doncaster
Merseyrail					
Northern	The Crossrail Award for Urban Heritage [Wakefield Kirkgate]				Wakefield Kirkgate
South Western Railway					
Southeastern		Refurbishment of booking hall, waiting room & toilets	£	9,261	Battle
TfL Rail					
TransPennine Express		Toft Green Chambers: Heritage elements of office refurbishment	£	30,800	York
Virgin Trains (West Coast)					
West Midlands Trains					
Tyne & Wear Metro					
Network Rail	Great Western Railway Craft Skills Award [Worcester Shrub Hill]				Worcester Shrub Hill
		Refurbishment of booking hall, waiting room & toilets	£	6,174	Battle
		Restoration & cleaning of building fabric, & installation of reflective glazing & historic photographs	£	30,000	Blackburn
		Conservation management plan	£	1,875	Doncaster
		Improvement to toilets in heritage buildings	£	14,000	Downham Market
		Restoration of former parcels office	£	13,500	Helsby
		Fabric restoration, pest control & cable management	£	25,000	Hertford East
		Refurbishment of running-in board	£	4,000	High Wycombe
		Restoration works	£	32,800	Huddersfield
		Repairs & reinforcement of running-in boards	£	1,240	Leamington Spa
		Heritage features in redevelopment	£	130,000	Manchester Victoria
		Centurion Bar: Removal of balcony & flooring improvements	£	16,000	Newcastle
		Heritage features in redevelopment	£	135,000	Nottingham
		Refurbishment of former ticket office area as retail space	£	35,482	Taunton
		Heritage features in redevelopment	£	200,000	Wakefield Kirkgate
		Toft Green Chambers: Heritage elements of office refurbishment	£	60,000	York
		Buffet & Station Master's Flat Structure	£	73,785	Harrogate
		Buffet & Station Master's Flat Fit Out	£	54,000	Harrogate

2014					
TOC	National Railway Heritage Awards	Railway Heritage Trust Annual Review Projects			Station
	Award [Conservation Practice]	Projects Financed	Financial Input		
Transport for Wales / Arriva Trains Wales					
c2c					
Chiltern Railways					
East Midlands Trains	The Crossrail Award for Urban Heritage [Nottingham]				Nottingham
Govia Thameslink Railway		Cycle Yard within Historic Structure	£	2,758	Battersea Park
		Rico's Garden Line preservation	£	11,100	Welwyn Garden City
Great Western Railway					
Greater Anglia					
London Overground		Heritage Restoration	£	87,854	Crystal Palace
LNER / East Coast					
Merseyrail		Refurbishment	£	45,609	Ellesmere Port
Northern		Heritage Window Restoration	£	168	Glossop
South Western Railway					
Southeastern					
TfL Rail					
TransPennine Express					
Virgin Trains (West Coast)					
West Midlands Trains					
Tyne & Wear Metro					
Network Rail	The Crossrail Award for Urban Heritage [Nottingham]				Nottingham
		Cycle Yard within Historic Structure	£	10,000	Battersea Park
		Heritage Rennovation and re-appointment	£	91,300	Brighton
		Heritage Restoration	£	60,000	Crystal Palace
		Refurbishment	£	40,000	Ellesmere Port
		Rennovation	£	20,000	Frodsham
		Heritage Window Restoration	£	2,500	Glossop
		Victorian lamp standards	£	8,298	Great Malvern Station
		Restoration of main building	£	21,000	Helsby
		Cast-iron columns	£	29,753	Hereford
		GWR gate post patterns	£	1,700	
		Minor heritage items	£	3,030	Leamington Spa
		Heritage lighting to canopies	£	19,000	
		Heritage Works	£	145,000	Manchester Victoria
		Heritage overhaul	£	265,000	Nottingham
		Transportation of redundant copers	£	2,750	
		Restoration and conversion of former parcels office	£	130,000	Scarborough
		Rico's Garden Line preservation	£	7,400	Welwyn Garden City
		Victorian waiting room	£	50,000	Worcester Shrub Hill

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RISK ASSESSMENT FORM
FIELD / LOCATION WORK

The Approved Code of Practice - Management of Fieldwork should be referred to when completing this form
http://www.ucl.ac.uk/estates/safetynet/guidance/fieldwork/acop.pdf

DEPARTMENT/SECTION: BARTLETT SCHOOL OF PLANNING
LOCATION(S): LONDON
PERSONS COVERED BY THE RISK ASSESSMENT: Myself

BRIEF DESCRIPTION OF FIELDWORK:

Surveys and questionnaires sent to Train Operating Companies currently under franchise in the British Rail system requesting information on their heritage conservation strategies.

Consider, in turn, each hazard (white on black). If **NO** hazard exists select **NO** and move to next hazard section.
If a hazard does exist select **YES** and assess the risks that could arise from that hazard in the risk assessment box.
Where risks are identified that are not adequately controlled they must be brought to the attention of your Departmental Management who should put temporary control measures in place or stop the work. Detail such risks in the final section.

ENVIRONMENT	The environment always represents a safety hazard. Use space below to identify and assess any risk

☐	contact numbers for emergency services are known to all participants
☐	participants have means of contacting emergency services
☐	participants have been trained and given all necessary information
☐	a plan for rescue has been formulated, all parties understand the procedure
☐	the plan for rescue /emergency has a reciprocal element
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

EQUIPMENT	Is equipment used?	NO	If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks
e.g. clothing, outboard motors.	Examples of risk: inappropriate, failure, insufficient training to use or repair, injury. Is the risk high / medium / low ?		

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	the departmental written Arrangement for equipment is followed
☐	participants have been provided with any necessary equipment appropriate for the work
☐	all equipment has been inspected, before issue, by a competent person
☐	all users have been advised of correct use
☐	special equipment is only issued to persons trained in its use by a competent person
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

LONE WORKING	Is lone working a possibility?	NO	If 'No' move to next hazard If 'Yes' use space below to identify and assess any

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	the departmental written Arrangement for lone/out of hours working for field work is followed
☐	lone or isolated working is not allowed
☐	location, route and expected time of return of lone workers is logged daily before work commences
☐	all workers have the means of raising an alarm in the event of an emergency, e.g. phone, flare, whistle
☐	all workers are fully familiar with emergency procedures
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

ILL HEALTH	The possibility of ill health always represents a safety hazard. Use space below to identify and assess any risks associated with this Hazard.
e.g. accident, illness, personal attack, special personal considerations or vulnerabilities.	Examples of risk: injury, asthma, allergies. Is the risk high / medium / low? No adverse health circumstances expected or likely

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	an appropriate number of trained first-aiders and first aid kits are present on the field trip
☐	all participants have had the necessary inoculations/ carry appropriate prophylactics
☐	participants have been advised of the physical demands of the trip and are deemed to be physically suited
☐	participants have been adequate advice on harmful plants, animals and substances they may encounter
☐	participants who require medication have advised the leader of this and carry sufficient medication for their needs
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

TRANSPORT	Will transport be required	NO	NO	Move to next hazard
		YES		Use space below to identify and assess any risks
e.g. hired vehicles	Examples of risk: accidents arising from lack of maintenance, suitability or training Is the risk high / medium / low?			

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	only public transport will be used
☐	the vehicle will be hired from a reputable supplier
☐	transport must be properly maintained in compliance with relevant national regulations
☐	drivers comply with UCL Policy on Drivers http://www.ucl.ac.uk/hr/docs/college_drivers.php
☐	drivers have been trained and hold the appropriate licence
☐	there will be more than one driver to prevent driver/operator fatigue, and there will be adequate rest periods
☐	sufficient spare parts carried to meet foreseeable emergencies
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

DEALING WITH THE PUBLIC	Will people be dealing with public	NO	If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks
e.g. interviews, observing	Examples of risk: personal attack, causing offence, being misinterpreted. Is the risk high / medium / low?		

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	all participants are trained in interviewing techniques
☐	interviews are contracted out to a third party

☐	advice and support from local groups has been sought
☐	participants do not wear clothes that might cause offence or attract unwanted attention
☐	interviews are conducted at neutral locations or where neither party could be at risk
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

WORKING ON OR NEAR WATER	Will people work on or near water?	NO	If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks
e.g. rivers, marshland, sea.	Examples of risk: drowning, malaria, hepatitis A, parasites. Is the risk high / medium / low?		

CONTROL MEASURES — Indicate which procedures are in place to control the identified risk

☐	lone working on or near water will not be allowed
☐	coastguard information is understood; all work takes place outside those times when tides could prove a threat
☐	all participants are competent swimmers
☐	participants always wear adequate protective equipment, e.g. buoyancy aids, wellingtons
☐	boat is operated by a competent person
☐	all boats are equipped with an alternative means of propulsion e.g. oars
☐	participants have received any appropriate inoculations
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

MANUAL HANDLING (MH)	Do MH activities take place?	NO	If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks
e.g. lifting, carrying, moving large or heavy equipment, physical unsuitability for the task.	Examples of risk: strain, cuts, broken bones. Is the risk high / medium / low?		

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk

- ☐ the departmental written Arrangement for MH is followed
- ☐ the supervisor has attended a MH risk assessment course
- ☐ all tasks are within reasonable limits, persons physically unsuited to the MH task are prohibited from such activities
- ☐ all persons performing MH tasks are adequately trained
- ☐ equipment components will be assembled on site
- ☐ any MH task outside the competence of staff will be done by contractors
- ☐ OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

SUBSTANCES	Will participants work with substances	NO	If 'No' move to next hazard If 'Yes' use space below to identify and assess any risks
e.g. plants, chemical, biohazard, waste	Examples of risk: ill health - poisoning, infection, illness, burns, cuts. Is the risk high / medium / low?		

CONTROL MEASURES	Indicate which procedures are in place to control the identified risk
☐	the departmental written Arrangements for dealing with hazardous substances and waste are followed
☐	all participants are given information, training and protective equipment for hazardous substances they may encounter
☐	participants who have allergies have advised the leader of this and carry sufficient medication for their needs
☐	waste is disposed of in a responsible manner
☐	suitable containers are provided for hazardous waste
☐	OTHER CONTROL MEASURES: please specify any other control measures you have implemented:

OTHER HAZARDS	Have you identified any other hazards?	NO	If 'No' move to next section If 'Yes' use space below to identify and assess any risks
i.e. any other hazards must be noted and assessed here.	Hazard: Risk: is the risk		

CONTROL MEASURES	Give details of control measures in place to control the identified risks

Have you identified any risks that are not adequately controlled?	NO	NO	Move to Declaration
	YES	☐	Use space below to identify the risk and what action was taken

Is this project subject to the UCL requirements on the ethics of Non-NHS Human Research?	NO
If yes, please state your Project ID Number	

For more information, please refer to: http://ethics.grad.ucl.ac.uk/

DECLARATION	The work will be reassessed whenever there is a significant change and at least annually. Those participating in the work have read the assessment.

Select the appropriate statement:

YES	I the undersigned have assessed the activity and associated risks and declare that there is no significant residual risk
YES	I the undersigned have assessed the activity and associated risks and declare that the risk will be controlled by the method(s) listed above

NAME OF SUPERVISOR Michael Hebbert

**** SUPERVISOR APPROVAL TO BE CONFIRMED VIA E-MAIL ****

FIELDWORK	**5**	May 2010