
Improving stations through travel plans

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Station access is an issue

- Access to/from stations is critical to rail growth and to door-to-door journeys
- It's not possible (or environmentally sustainable) for everyone to access stations by car
- Many stations already have access and traffic problems
- Passenger Focus research in Essex shows how access problems can put people off rail
- Problem of communication between local planning/highway authorities and the rail industry

Travel plans are now commonplace for many “travel generators”

- Travel plans survey and benchmark current travel, set targets and a strategy for changing this and incorporate a range of measures for reducing (single occupancy) car use, with monitoring to check progress
- All schools in England are expected to have a travel plan by 2010
- Many employers and businesses have workplace plans
- Many new housing developments have travel plans
- Travel plans are increasingly a condition for planning permission

-> Station travel plans

- Proposed by Campaign for Better Transport (Transport 2000) as a means of tackling station access issues
- Adopted by the Rail White Paper, which proposed pilots
- ATOC are taking forward the pilots programme, with many expressions of interest

What might a station travel plan include?

- Improvements to pedestrian access
- Cycle access and parking
- Priority for car sharers in the car park
- Bus interchange and access
- Car park management and pricing
- Taxi links
- Links with other initiatives: other travel plans, cycling demonstration towns etc

Well signposted for walking and cycling



Adequate cycling facilities



Stations

Processes

- Involvement of all relevant parts of the rail industry
- Commitment from relevant local authorities (district and county/PTE)
- Involvement of stakeholders including user groups, cycle groups, residents, operators etc
- Benchmarking and monitoring will be key
- Support from national bodies like Sustrans, CTC, Living Streets, Carplus and Liftshare

York Station

Partnership between GNER and York city council
500 cycle spaces in and around station covered by
CCTV and security

Pedestrian access has been improved with new
crossing facilities

Commercial contract with Europcar specified cycle
hire

Satisfaction rate has gone up 20% since work
completed

Havant Station

£300,000 investment to create Hayling Billy Cycle route linking Hayling to Havant Station

Partnership between South West Trains and local authorities

Cycle parking tripled

CCTV over cycle parking

Partnership with British Transport police

Peckham Rye & Queens Road Peckham

Both stations had shabby exterior, felt dangerous and dirty

Southwark council took over maintenance contract, paid for by Southern

Improved lighting, regular cleaning made it more pedestrian friendly

Netherlands

- Contracts with local cycle shops, offer bike rental and cycle repairs
- Shops in large stations offer bike sale, rental and repair facilities, cycle maps
- Clear and detailed information on station websites giving walking and cycling routes
- Seamless door-to-door journey

Conclusions

- Station access is important to users – and to achieving franchise targets
- Travel plans can help create a shared vision for stations and access issues
- Travel plans can also help improve rail's sustainability and making rail competitive door-to-door

For more information

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