

**Network Rail**

**Strategic Business Plan update**

**Supporting document**

**National Stations Improvements Programme  
update**

**April 2008**

## National Stations Improvement Programme (NSIP)

In the White Paper “Delivering a Sustainable Railway” (July 2007), the DfT commended the provision for customers at the largest stations, but also highlighted the “comparative lack of progress at some ‘intermediate stations.’” This reflects research over recent years by Passenger Focus, formerly Rail Passenger Council<sup>1</sup>. The National Stations Improvement Programme (NSIP) is a DfT backed programme to deliver improvements to 150 medium sized stations in England and Wales.

Network Rail and train operators have, together, formally stated that we very much welcome this programme and the opportunity which it provides to improve the railway for passengers. We are committed to working together to develop and deliver these plans in an efficient and economic way. We are working closely at both national and local levels with other parties such as Passenger Focus, Transport for London, London TravelWatch and the British Transport Police (BTP), who have an interest in the passenger benefits which this programme will bring.

This section is an update of the October 2007 Network Rail Strategic Business Plan addressing issues under the DfT White Paper and the letter from ORR dated 24 August 2007 titled ‘National Stations Improvement Programme - ORR requirements for Network Rail’s 31 October Strategic Business Plan.’ Following continued industry work since the Strategic Business Plan, ORR has subsequently confirmed in its letter of final determination dated 14 February 2008 that the industry’s plans are deliverable and efficient.

### Programme objectives

The primary objective of the programme is to bring about a noticeable and lasting improvement in the environment at stations for the benefit of passengers. This will lead to an improvement in the passenger and public perception of the chosen stations. Improvements will be made to increase passenger perception of security, to improve access and egress, to enhance the overall presentation of the station and to improve information provision and other facilities. Network Rail and train operators are working in close cooperation to develop the programme of improvements.

The programme will concentrate on stations in England and Wales, chosen mainly from the busiest stations on the network measured in terms of arrivals and departures. The specific stations are being chosen to maximise the impact for the travelling public, based on the level of customer satisfaction and footfall. This will be achieved through the leveraging of wider private and public sector funding opportunities where these are available. Speed of delivery will also be a consideration. Whilst it is anticipated that the majority of stations will be in categories A to D (excluding Network Rail managed stations), stations in categories E and F will not be precluded simply because of their classification. At the time of writing, there are significantly more than the initially envisaged 150 candidate stations principally because:

- a) there are a number of smaller, but locally significant, stations which can benefit from a relatively small amount of expenditure, including expenditure on line of route and geographical station programmes; and
- b) the success so far achieved in attracting third party funding means that the programme is capable of supporting work at a greater number of stations.

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<sup>1</sup> E.g. Passenger Focus 2005 report “What Passengers Want”, and more recent National Passenger Survey results.

At present there is not an equivalent programme in Scotland; however Transport Scotland has worked closely with First ScotRail and with Network Rail to improve stations in Scotland and they are considering the future programme.

In a wider context of stations development and improvement, the aim of and opportunity for this programme is to bring together the many sources of funding and resources allocated to stations to create locally produced integrated industry plans and programmes of work, not only for these stations but for all stations. Network Rail and the train operators believe that this provides an opportunity to work together more effectively both on this programme and more widely on stations at a local level. This will be a key indicator for the success of the programme.

### **Programme governance and escalation**

The programme will be managed as a joint programme between Network Rail as the landlord and the train operators as lessees and operators of the stations. We will work closely together at national and local level adopting the following structures which have been established to facilitate and control this programme.

The National Programme Board was established in July 2007 to provide the high level, strategic overview of the programme. The board has the following remit:

- strategic overview of the programme;
- address and determine priorities between each train operator;
- monitor progress with the delivery of the NSIP;
- resolve generic issues that are referred to it by Network Rail or the train operators;
- review regular progress reports prepared by Network Rail for submission to ORR and DfT; and
- review relevant sections of the October 2007 Strategic Business Plan and the March 2009 Business Plan.

The National Programme Board is chaired jointly by a representative of the train operators and Network Rail, alternating between them at successive meetings. Membership of the board includes senior representatives from all train operator owning groups, Network Rail, ATOC, ORR and DfT. Network Rail provides the secretariat.

Local Delivery Groups were formed in summer 2007 to focus on the portfolio of stations for a specific train operating company. The remit of these groups is as follows:

- develop an overall plan for stations which includes Access for All; train operator and Network Rail maintenance and renewals programmes; franchise commitments; pre-planned enhancements and commercial developments;
- be accountable for the delivery of NSIP;
- determine priorities for the NSIP at each station and between stations taking into full account pre-existing train operator commitments and other initiatives;
- negotiate with third parties regarding private and public funding opportunities; and
- decide on the procurement of the NSIP in an objective way that delivers best value for money and follows best procurement methods.

Whilst the National Programme Board is concerned only with stations in the NSIP, the Local Delivery Groups' remit extends to all stations and all works at stations within the train operator portfolio. However, the primary focus initially will be on those in the NSIP to ensure that programme delivery is not compromised by the wider remit.

Local Delivery Groups are jointly chaired by the train operator and Network Rail, emphasising the partnership approach to this programme.

We believe that this joint venture approach to decision making and implementation will have significant benefits, particularly at a local level where the totality of station spending will be brought together. In setting out the arrangements for joint working it is recognised by Network Rail that train operators are accountable to passengers who want to see improvements to stations and it is recognised by train operators that Network Rail will be accountable to ORR for the delivery of the NSIP programme.

Where the Local Delivery Groups are unable to reach agreement after using all reasonable endeavours to do so, the matter will be escalated in the normal way through Network Rail and the train operator. Ultimately, issues which are not agreed following the normal escalation should be taken to National Programme Board.

### **Funding and allocation**

The funding for this programme is £150m<sup>2</sup> to be spent primarily on investment, with ongoing costs to be funded as set out below. Further funding will be leveraged from other sources to maximise the impact of this programme. Leverage of additional funding is a fundamental and integral part of this programme.

The National Programme Board agreed that the £150m funding would be allocated in two tranches. The first tranche, of £100m, has been allocated by train operator estate, with a further review before allocation of the remaining funding. An allocation methodology has been agreed by the National Programme Board based on the DfT criteria of fair geographical spread, passenger satisfaction and footfall.

The selection exercise for the subsequent tranche will be based on the same criteria as the initial tranche (i.e. geographical spread, footfall and passenger satisfaction), but will in addition, reflect a successful track record in efficient delivery of the first tranche of schemes and in particular success in securing third party private and public sector funding. The final test will always be to confirm that the original intent to improve passenger perception of the station is achieved. The National Programme Board has decided that it will determine the allocation of the second tranche of NSIP funding in April 2010.

The initial allocation of funding is a critical step in the NSIP process. Following this the Local Delivery Group will be responsible for managing delivery. A smooth process for gaining any further necessary approvals, e.g. station change and landlord's consent, is being established by Network Rail for all of its franchised stations. The intention is that this process will be ready for the implementation of NSIP.

### **Third party funding**

The National Programme Board has stressed to the Local Delivery Groups the importance of obtaining both private and public sector third party funding. The National Programme Board has insisted to Local Delivery Groups that they must demonstrate that all avenues for leveraging third party investment have been pursued. Publicly funded stakeholders will be local authorities, Transport for London, Passenger Transport Executives and the Welsh Assembly Government. The attraction of additional private sector funding is critical to the success of this programme and will be utilised to maximise the improvements possible. One of the main measures of Local Delivery Group and Programme progress and success will be the attraction of public and/or private third party funding.

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<sup>2</sup> This figure is in 05/06 prices

It is likely that Local Delivery Groups which are successful in drawing in additional external funding will be given priority for the allocation of the second tranche of funding.

The Board has developed a guidance and best practice note to assist Local Delivery Groups in this activity, although it is important to note that both Network Rail and train operators have significant experience in this area. Currently Local Delivery Groups are engaged with third party funders and many mixed funded schemes are starting to emerge.

Network Rail, ATOC and the owning groups are committed to working with third parties to develop innovative solutions that benefit the industry. Notwithstanding the delegation to the Local Delivery Groups, Network Rail, ATOC and the owning groups will, in parallel, review the possibility of obtaining commercial sponsorship on a pan-NSIP (i.e. England & Wales-wide) basis. As stated in the joint letter from Network Rail and ATOC to the DfT dated 18 June 2007, given the scale of what is likely to be proposed at individual stations, Network Rail, ATOC and the owning groups are concerned to avoid further complicating the arrangements at stations by inviting third parties to develop their own plans across a portfolio of stations, since this could constrain the industry's ability to respond to the changing needs of passengers.

### **Selection of stations**

Local Delivery Groups have been instructed to include stations on the basis of targeting those with a combination of high footfall and low passenger satisfaction within Category A to D stations. In addition there are a number of smaller but locally significant Category E and F stations which can benefit from a relatively small amount of expenditure and have been nominated to be on the list of candidate stations. This nomination is on the basis that either significant third party funding can be attracted and/or they form part of significant line of route or geographical programmes of stations work.

### **Incremental to baseline obligations**

Network Rail and train operators will confirm that the plans for the NSIP programme are being developed as incremental to Network Rail regulatory and contractual obligations and train operator franchise and contractual obligations, for which they are separately funded. Incrementality should also be considered at a portfolio level. Network Rail and train operators have an objective to work together on integration and prioritisation of overall station works. A set of criteria has been developed and issued to support the Local Delivery Groups in defining incrementality at a station level;

- increasing frequency of painting and cleaning beyond what is specified in the lease;
- renewing an asset to better specification than the expired asset;
- increasing the numbers of existing assets e.g. passenger seats, shelters, etc;
- bringing forward renewals expenditure to coincide with cosmetic works and thereby delivering a significantly improved overall customer environment; and
- the use of enhanced surface treatments, such as using cladding rather than a painted finish.

At the end of work planning stage "GRIP 4" the Local Delivery Groups will produce a narrative which describes how the works are incremental to the obligations of each of the parties.

In the case of Network Rail this will refer to the allowance made in the business plan, including where possible Infrastructure Cost Modelling assumptions (the general frequency and specification of works), and should as far as possible refer also to what works had been planned to meet its obligations as landlord and satisfy health & safety legislation.

In the case of train operators this should refer both to franchise obligations and what had been planned to meet the relevant operator's obligations as tenant and to satisfy health & safety legislation.

This issue has been the subject of extensive discussion between ORR, Network Rail and ATOC to enable ORR to complete its review of the proposals for deliverability of the programme.

### **Procurement and delivery efficiency**

Network Rail and train operators are committed to following a competitive process so that the programme is delivered efficiently and the value is maximised. The Local Delivery Groups will discuss and agree the party best able to manage the programme of works identified. This will be done against objective criteria of value for money, deliverability and track record. OJEU compliant procurement processes for the component parts of the programme will be followed. The National Programme Board has issued procurement protocols to guide consistency in the appointment of the most appropriate delivery parties and mechanisms for the programme. These make clear the need for the choice of delivery party and mechanism to be resilient, if contested, and to provide demonstrable value for money. If the expected processes have not been followed there must be a clear business case for the alternative approach adopted. The default undertaker for the delivery of the station works will be the train operator unless the Local Delivery Group decides otherwise, for example if Network Rail is undertaking significant renewals at the same time and there would be efficiencies if it undertook the NSIP works, or if the NSIP works are of a complexity that the TOC would prefer that Network Rail delivered them.

Where appropriate, works would be identified which can be tendered and delivered as a package by a third party where this offers efficiency.

The National Programme Board has developed principles of efficiencies in delivery at programme level to be applied across all Local Delivery Groups. The key principle is the adoption of agreed benchmark rates by whichever party, train operator or Network Rail, is delivering the programme of works. The rates have been produced based on historical data from works similar to NSIP, undertaken at stations elsewhere. The principles set out tolerances and criteria to be taken into account when looking at efficiencies in delivery at programme level. It is proposed that Local Delivery Groups will adopt these rates as an upper limit, but aim to better them. Over time NSIP, under the direction of the NSIP Board, will develop its own benchmark rates to stimulate competition and efficiency across the programme.

Specifications for each station will be agreed by Network Rail and the relevant train operator and tolerances for elements of the works will be managed by the Local Delivery Group at portfolio level rather than by individual station

We will be developing suitable mechanisms and protocols through the National Programme Board to use the scale of the programme to deliver purchasing economies through bulk buying and to maximise value for money. Procurement processes at a local level, where procurement and delivery accountability lies, must be capable of investigating potential bulk buying savings achievable by national procurement.

### **Roles and risk allocation**

The responsibility for delivery of NSIP funded works will be determined at Local Delivery Group level. Factors which will influence the decision are likely to include the scope of works; strength in the supply chain market to provide enhanced value for money; capability and technical ability to deliver; lowest project on-costs and any safety risks associated with the works.

The NSIP Board has agreed that risk associated with cost over-runs should stay within the NSIP funding allocation of the relevant LDG.

Local Delivery Groups will manage the risk of overspend or underspend of tranche 1 projects (i.e. within the first £100million) within their portfolio. Although a Local Delivery Group may offset overruns on any given scheme with savings elsewhere, one Local Delivery Group will not be allowed to subsidise another under performing Local Delivery Group. NSIP will not subsidise tranche 1 schemes with tranche 2 (i.e. the final £50million NSIP allocation) schemes.

In terms of any savings made, these will be reinvested into NSIP by the Local Delivery Group who has made the efficiencies. This could then lead to improvements at a greater number of stations.

The National Programme Board is developing a commercial framework for NSIP and setting out assumptions and principles for delivery of the development and implementation of the works either by the train operators or by Network Rail. These will be adapted from a suite of existing processes and agreements. Contained in the framework will be the funding and remuneration principles. The NSIP Board have endorsed the principle of the framework.

The National Programme Board has agreed that, unless otherwise specified, NSIP funding and obligations will not affect pre-existing obligations at stations, so that Network Rail and train operators will continue to be responsible for underlying, day-to-day activities at stations.

The National Programme Board is available to provide support should the delivery process experience major delays or issues which cannot be quickly resolved locally or through the normal business escalation.

### **Operations, maintenance, repair and renewal liability and charging**

Development of principles for splitting costs, and the use of NSIP funds for brought forward renewals and activities, over and above existing obligations, has been the subject of extensive discussion between ORR, Network Rail and ATOC. A qualitative review of on-going costs has been carried out by both Network Rail and the train operators which does not suggest significant additional costs will be incurred. However further review will undertaken for each scheme's full financial authority submission. Based on these findings the National Programme Board endorsed the decision that costs should be borne by the party to whom they fall.

### **Reporting**

The reporting lines are from the Local Delivery Groups to the National Programme Board to enable the Board to monitor progress. In turn the National Programme Board will review these reports and Network Rail will report progress with the programme to the DfT and ORR. NSIP is a CP4 output and will be monitored by ORR as a CP4 commitment. Where necessary, ORR may take further action or seek clarification from Network Rail about what action it is taking, with train operators, to deliver the programme.

### **Specification**

The specification for each station will be compiled by the relevant Local Delivery Group to reflect the particular needs of that station. However, it is important that the programme delivers consistency and lasting effect. To this end a design guide has been recommended to the Local Delivery Groups. Local Delivery Groups will consider this alongside local passenger needs and preferences, as well as the specific Listed Building and Town Planning issues which affect the particular station. Station improvements at any particular station within the programme could include:

- customer comfort, safety and security

- good standard of seats
- good standard of waiting shelters
- adequate CCTV
- customer information and way finding (e.g. signage)
  - core station signage
  - concentrated passenger information / help point
  - analogue clock
- redecoration, refurbishment and rationalisation
  - redecoration of buildings and fittings to full specification
  - removal of all derelict buildings, walls and structures
  - cleaning and graffiti removal
  - good quality boundary railings
- introduction of modular assets.

Currently the station schemes are at early stages of development; either GRIP stage 1 or 2. However each Local Delivery Group now has funding authorised to develop their portfolio of candidate station schemes through GRIP stages 1-3 (scheme conception through to identification of single option).

NSIP funding will not extend to track or signalling improvements around the station, although obtaining synergy and efficiency through aligning programmes of work is important. Improvements will be focused on the primary route of the traveller from arrival at the station to boarding of the train. Fittings and fixtures will be carefully chosen to provide a consistent and appropriate standard. As far as economically possible, sustainable fittings and solutions will be adopted including low energy use LED lighting and automatic lighting switches to turn off lighting which is not in use. When designing improvements, the possibility of upgrading health and safety will be considered, e.g. lighting to facilitate CCTV evidence-gathering; designing out dark corners and improving flooring surfaces. Redundant assets will be removed where appropriate. Disused station buildings will only be removed following rigorous examination of other suitable options such as conversion to community use or alternative commercial use. For example a disused ticket office or other accommodation may be refurbished, possibly with third party funding, to provide premises for a retail outlet, café or other suitable facility (including possible use by the BTP), creating a step change in passenger utility and perceptions of the station. Stations will be opened up to improve security, for example by removal of solid fences. Improvements to lighting and CCTV will assist personal security. More detailed technical specifications will be produced as schemes are developed in the design stage.

### **Synergy with other programmes, processes and protocols**

Where funding has already been committed for maintenance, renewals, franchise commitments, Access for All or planned work on station infrastructure (including platform lengthening), the programme will be designed to bring together the planned works to maximise impact at the location; gain synergies and efficiencies across the programmes; and create the minimum disruption. This also applies to third party enhancements. The benefits of this programme will only be maximised through the integration of all work planned into a single, efficient programme of work. Local Delivery Groups will identify all agreed sources of funding which contribute to each individual station scheme. The funding will be clearly determined at the planning stage and, as already described, the deliverer will be responsible for delivering to the agreed budget.

## **Measuring success**

The core test in determining the success of the programme is the delivery, in accordance with plans, of tangible and lasting improvements that lead to improvements in passengers' perception of the station. It is important that effective measures are developed and introduced to be able to monitor and demonstrate the effectiveness of the programme. Such measures are still under discussion. It is intended that passenger perception will be measured before and after the planned works using passenger surveys. It has been agreed by the NSIP Board and Passenger Focus that a bespoke National Passenger Survey (NPS) will be arranged and undertaken by Passenger Focus. It will be tailored to NSIP and targeted at a sample number of stations. Additional surveys undertaken by the train operators, covering not only NSIP but also wider station related topics, will support the NPS work. Other methods such as focus groups will be considered. Any measures will need to be funded by the programme. It is therefore important that these are cost effective and do not detract from the overall achievement of this programme.

## **The programme**

The draft list of candidate stations for the programme is included as an Appendix. Further information for each of the stations has been provided to ORR, and for a sample of stations, work plans were developed to a sufficient level of detail to allow the ORR to give its final assessment of efficiency and deliverability.

The selected stations and plans are subject to modification, in particular to maximise the availability of additional contributions from third parties, or where there is difficulty in obtaining the necessary external consents. Each scheme will be considered on its own merits. However, where third party funding or consents prove difficult to obtain, schemes may be reprioritised or removed; where new schemes are identified which leverage external funding as a result of NSIP funding they may be added to the programme. The programme will continue to be refined and updated.

No	Station	SFO
1	Barking	C2C
2	East Tilbury	C2C
3	Limehouse	C2C
4	Ockendon	C2C
5	Shoeburyness	C2C
6	Upminster	C2C
7	Chalkwell	C2C
8	Thorpe Bay	C2C
9	Billericay	National Express - East Anglia
10	Bishops Stortford	National Express - East Anglia
11	Brentwood	National Express - East Anglia
12	Bush Hill Park	National Express - East Anglia
13	Cambridge	National Express - East Anglia
14	Colchester	National Express - East Anglia
15	Forest Gate	National Express - East Anglia
16	Gidea Park	National Express - East Anglia
17	Harold Wood	National Express - East Anglia
18	Ilford	National Express - East Anglia
19	Rayleigh	National Express - East Anglia
20	Romford	National Express - East Anglia
21	Seven Sisters	National Express - East Anglia
22	Shenfield	National Express - East Anglia
23	Southend Victoria	National Express - East Anglia
24	Waltham Cross	National Express - East Anglia
25	Wickford	National Express - East Anglia
26	Wood Street	National Express - East Anglia
27	Ashford International	Southeastern
28	Brixton	Southeastern
29	Bromley South	Southeastern
30	Canterbury West	Southeastern
31	Chatham	Southeastern
32	Crayford	Southeastern
33	Dartford	Southeastern
34	Denmark Hill	Southeastern
35	Deptford	Southeastern
36	Dover Priory	Southeastern
37	Folkestone Central	Southeastern
38	Gillingham	Southeastern
39	Gravesend	Southeastern
40	Lewisham	Southeastern
41	Margate	Southeastern
42	Northfleet	Southeastern
43	Paddock Wood	Southeastern
44	Ravensbourne	Southeastern
45	Rochester	Southeastern
46	Sevenoaks	Southeastern
47	Sittingbourne	Southeastern
48	Strood	Southeastern
49	Swanley	Southeastern
50	Tonbridge	Southeastern
51	Tunbridge Wells	Southeastern
52	Wadhurst	Southeastern
53	Waterloo Eas	Southeastern
54	Woolwich Arsenal	Southeastern
55	Alfreton	EM Stagecoach
56	Burton on Trent	EM Stagecoach
57	Derby	EM Stagecoach
58	Kettering	EM Stagecoach
59	Leicester	EM Stagecoach
60	Long Eaton	EM Stagecoach
61	Loughborough	EM Stagecoach
62	Skegness	EM Stagecoach
63	Finsbury Park	First Capital Connect
64	Stevenage	First Capital Connect
65	Mill Hill Broadway	First Capital Connect
66	Hatfield	First Capital Connect
67	West Hampstead	First Capital Connect
68	Kentish Town	First Capital Connect
69	Flitwick	First Capital Connect
70	Potters Bar	First Capital Connect

71	Haringey	First Capital Connect
72	Welwyn Garden City	First Capital Connect
73	Bedford	First Capital Connect
74	Leagrave	First Capital Connect
75	Harpenden	First Capital Connect
76	Royston	First Capital Connect
77	St Albans	First Capital Connect
78	Hitchin	First Capital Connect
79	Darlington	National Express
80	Grantham	National Express
81	Newark	National Express
82	Peterborough	National Express
83	Berwick upon Tweed	National Express
84	Retford	National Express
85	Bolton	Northern
86	Halifax	Northern
87	Manchester Victoria	Northern
88	Mexborough	Northern
89	Manchester Oxford Road	Northern
90	Huyton	Northern
91	Altrincham	Northern
92	Rochdale	Northern
93	Hartlepool	Northern
94	Bradford Interchange	Northern
95	Skipton	Northern
96	Accrington	Northern
97	Harrogate	Northern
98	Barrow in Furness	Transpennine Express
99	Cleethorpes	Transpennine Express
100	Dewsbury	Transpennine Express
101	Grimsby	Transpennine Express
102	Huddersfield	Transpennine Express
103	Northallerton	Transpennine Express
104	Selby	Transpennine Express
105	Stalybridge	Transpennine Express
106	Middlesborough	Transpennine Express
107	Scarborough	Transpennine Express
108	Basingstoke	South West Trains
109	Clapham Junction	South West Trains
110	Earlsfield	South West Trains
111	Fareham	South West Trains
112	Fleet	South West Trains
113	Hersham	South West Trains
114	Honinton	South West Trains
115	Putney	South West Trains
116	Salisbury	South West Trains
117	Southampton Central	South West Trains
118	Staines	South West Trains
119	Surbiton	South West Trains
120	Twickenham	South West Trains
121	Vauxhall	South West Trains
122	Wandsworth Town	South West Trains
123	Weymouth	South West Trains
124	Winchester	South West Trains
125	Wokingham	South West Trains
126	Andover	South West Trains
127	Eastleigh	South West Trains
128	Farnham	South West Trains
129	Fratton	South West Trains
130	Haslemere	South West Trains
131	Havant	South West Trains
132	Hounslow	South West Trains
133	New Maldon	South West Trains
134	Virginia Water	South West Trains
135	Wimbledon	South West Trains
136	Aberystwyth	Arriva Trains Wales
137	Cardiff Central	Arriva Trains Wales
138	Carmarthen	Arriva Trains Wales
139	Chester	Arriva Trains Wales
140	Hereford	Arriva Trains Wales
141	Port Talbot Parkway	Arriva Trains Wales

142	Rhyl	Arriva Trains Wales
143	Shrewsbury	Arriva Trains Wales
144	Swansea High Street	Arriva Trains Wales
145	Leominster	Arriva Trains Wales
146	Ponyclun	Arriva Trains Wales
147	Pencoed	Arriva Trains Wales
148	Rhymney	Arriva Trains Wales
149	Maesteg	Arriva Trains Wales
150	Eastbrook	Arriva Trains Wales
151	Chepstow	Arriva Trains Wales
152	Mountain Ash	Arriva Trains Wales
153	Church Stretton	Arriva Trains Wales
154	Runcorn East	Arriva Trains Wales
155	Hengoed	Arriva Trains Wales
156	Treorchy	Arriva Trains Wales
157	Craven Arms	Arriva Trains Wales
158	Dingle Road	Arriva Trains Wales
159	Pembrey and Burry Port	Arriva Trains Wales
160	Tonypany	Arriva Trains Wales
161	Whitchurch (Shropshire)	Arriva Trains Wales
162	Tenby	Arriva Trains Wales
163	Lydney	Arriva Trains Wales
164	Welshpool	Arriva Trains Wales
165	Gobowen	Arriva Trains Wales
166	Chirk	Arriva Trains Wales
167	Ruabon	Arriva Trains Wales
168	Llandudno Town	Arriva Trains Wales
169	Severn Tunnel	Arriva Trains Wales
170	Cheltenham Spa	FGW
171	Penzance	FGW
172	Didcot Parkway	FGW
173	Chippenham	FGW
174	Exeter St Davids	FGW
175	Newbury	FGW
176	Gloucester	FGW
177	Slough	FGW
178	Truro	FGW
179	Castle Carey	FGW
180	St Austell	FGW
181	Swindon	FGW
182	Ashtead	Southern
183	Balham	Southern
184	Crystal Palace	Southern
185	East Grinstead	Southern
186	Gipsy Hill	Southern
187	Hassocks	Southern
188	Horsham	Southern
189	Norbury	Southern
190	Norwood Junction	Southern
191	Peckham Rye	Southern
192	Queens Road Peckham	Southern
193	Selhurst	Southern
194	Smitham	Southern
195	Streatham Hill	Southern
196	Uckfield	Southern
197	West Croydon	Southern
198	West Norwood	Southern
199	Aylesbury Town	Chiltern Railways
200	Wendover	Chiltern Railways
201	Gerrards Cross	Chiltern Railways
202	Warwick	Chiltern Railways
203	Princes Risborough	Chiltern Railways
204	Leamington Spa	Chiltern Railways
205	Bloxwich	London Midland
206	Landywood	London Midland
207	Cannock	London Midland
208	Hednesford	London Midland
209	Rugeley town	London Midland
210	Bloxwich North	London Midland
211	Hemel Hempstead	London Midland
212	Longbridge	London Midland

213	Lichfield TV	London Midland
214	Telford	London Midland
215	Tamworth	London Midland
216	Wellington	London Midland
217	Berkhamstead	London Midland
218	Stratford Upon Avon	London Midland
219	Milton Keynes Central	London Midland
220	Carlisle	Virgin Trains
221	Preston	Virgin Trains
222	Wigan	Virgin Trains
223	Runcorn	Virgin Trains
224	Wolverhampton	Virgin Trains
225	Birkenhead North	Merseyrail
226	Hall Road	Merseyrail
227	Hamilton Square	Merseyrail
228	Hooton	Merseyrail
229	Ormskirk	Merseyrail
230	Rice Lane	Merseyrail
231	Rock Ferry	Merseyrail
232	Seaforth & Litherland	Merseyrail
233	Walton	Merseyrail
234	Waterloo	Merseyrail
235	Kirkdale	Merseyrail
236	Abercynon	Arriva Trains Wales
237	Abergavenny	Arriva Trains Wales
238	Barry Dock	Arriva Trains Wales
239	Bidston	Arriva Trains Wales
240	Caldicot	Arriva Trains Wales
241	Cardiff Queen Street	Arriva Trains Wales
242	Dinas Powys	Arriva Trains Wales
243	Dinas Rhondda	Arriva Trains Wales
244	Frodsham	Arriva Trains Wales
245	Haverfordwest	Arriva Trains Wales
246	Helsby	Arriva Trains Wales
247	Heswall	Arriva Trains Wales
248	Llanbradach	Arriva Trains Wales
249	Llanelli	Arriva Trains Wales
250	Llwynypia	Arriva Trains Wales
251	Ludlow	Arriva Trains Wales
252	Milford Haven	Arriva Trains Wales
253	Nantwich	Arriva Trains Wales
254	Neston	Arriva Trains Wales
255	Penrhiwceiber	Arriva Trains Wales
256	Pontypool & New Inn	Arriva Trains Wales
257	Pontypridd	Arriva Trains Wales
258	Porthmadog	Arriva Trains Wales
259	Pyle	Arriva Trains Wales
260	Quakers Yard	Arriva Trains Wales
261	Bangor	Arriva Trains Wales
262	Ton Pentre	Arriva Trains Wales
263	Trefforest	Arriva Trains Wales
264	Ty Glas	Arriva Trains Wales
265	Wem	Arriva Trains Wales
266	Whitland	Arriva Trains Wales
267	Ystrad Rhondda	Arriva Trains Wales
268	Exeter Central	FGW
269	Hungerford	FGW
270	Newton Abbott	FGW
271	Pangbourne	FGW
272	Westbury	FGW
273	Weston-super-Mare	FGW