

THE SETTLE-CARLISLE RAILWAY DESIGN GUIDE

Produced by:

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On behalf of

The Settle-Carlisle Railway Partnership

c/o The Town Hall

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Settle

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The Settle-Carlisle Railway Development Company

The Friends of the Settle-Carlisle Line

The Settle and Carlisle Railway Trust

The Railway Heritage Trust

Northern Rail

Network Rail

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i.i Introduction

i.i.i The purpose of the Settle—Carlisle Railway Design Guide is to set uniform standards of restoration and maintenance for stations along the line in order to achieve a consistency of quality and appearance that will enhance the status and appeal of the route.

i.i.ii The Guide is not a mandatory document, nor does it seek to supersede existing standards, practices or legislation. On the contrary, the Guide serves as a means of working with existing practices and seeks to draw the user's attention to them with either direct quotes or references to the appropriate documentation.

i.i.iii The Guide has been researched and compiled with the full co-operation of interested parties and full acknowledgements are due to Network Rail (formerly Railtrack), the Train Operating Company, Railway Heritage Trust, Settle-Carlisle Railway Development Company, Friends of the Settle-Carlisle Line and The Settle and Carlisle Railway Trust. In particular the assistance is gratefully acknowledged of Clive Brandon, Head of Architecture and Design, Network Rail Major Stations, in allowing the use of Network Rail's publication "Guide to the care and development of Network Rail's architectural heritage" to be used as an invaluable source of information. Also to the North of England (formally North East) Civic Trust for kindly allowing the use of their Schedules of Standard Architectural Detail produced under the Settle-Carlisle Railway Conservation Partnership

i.ii Background

i.ii.i The Line's Status

i.ii.i.i It has long been recognised that the S&C holds a unique position in railway history in terms of the architectural characteristics of the mid-Victorian period. This was largely due to the fact that the route had followed a steady decline in its status since the formation of the LMS in 1923, when it was relegated to a route of secondary importance.

i.ii.i.ii This process continued through Nationalisation in 1948 and the loss of the local stopping services in 1970, culminating in formal closure proceedings being instigated in 1984.

i.ii.i.iii Consequently the line suffered from a lack of investment and did not undergo the rebuilding and modernisation that most other mainline routes enjoyed. In later years this resulted in minimal maintenance.

i.ii.i.iv Whilst this left the line in a very poor state of repair, it also left a unique legacy of buildings and structures. The line was closer than any other to its 'as built' state.

i.ii.ii Conservation Area Status

i.ii.ii.i This afforded the line a special architectural and historical status that was recognised in 1992 by the Local Authorities along the route granting it Conservation Area Status.

i.ii.ii.ii With this came additional responsibilities for owners and managers of properties within this area. Consideration had to be given as to how proposals to renovate or alter structures would affect the general environment of the Conservation Area. Additional planning restrictions were also imposed.

i.ii.ii.iii In addition, certain structures had been scheduled as Ancient Monuments and buildings listed as of Architectural and Historical Interest.

i.ii.iii Origins of the Design Guide Concept

i.ii.iii.i The line's Conservation Area status focussed attention on the need for a formal and structured approach to these additional responsibilities. It was recognised that in order to maintain and enhance the line's unique characteristics, a uniform approach to restoration, alterations and additions was required.

i.ii.iii.ii At the same time it was also recognised that such an approach had to strike a delicate balance between conservation, preservation and restoration and the need to provide a service and facilities appropriate to a modern railway.

i.ii.iii.iii This concept had already been pre-empted by the production of a comprehensive document entitled "Settle–Carlisle Renaissance" published by the Standing Conference for the Settle–Carlisle Railway, commissioned by BR Provincial management. This document set out to create a uniform approach to renovation and improvements to stations along the line. Whilst it may seem to many now to be somewhat uncompromising in its modernisation proposals, in essence it was what a design guide was all about.

i.ii.iii.iv The formal proposal for a Design Guide originated with The Settle and Carlisle Railway Trust, The Development Company and the Friends of the Settle-Carlisle Line. Peter Robinson, a former Trustee, drew up a comprehensive proposal which envisaged covering all aspects of the line, from tunnels and viaducts to flora and fauna.

i.ii.iii.v A brief was produced, seeking funding from interested parties and proposed engaging the services of a professional Consultant to produce and publish the Guide.

i.ii.iv Consolidation

i.ii.iv.i. After considerable debate, it was agreed by all interested parties that the scope of the guide required consolidation. It was recognised that the task involved in producing a Design Guide to the original scope represented a vast undertaking and would run a high risk of never being completed.

i.ii.iv.ii It was therefore agreed that a much-simplified document would be commissioned, focussing exclusively on stations presently in use between Settle and Armathwaite inclusive.

i.ii.iv.iii This was seen as the correct priority as the stations are the focal points of the line and the scale of the task was achievable. The inclusion of other buildings and structures could be considered at a later date.

i.iii Objectives

i.iii.i The principal objective of the Design Guide is to provide a clearly defined and structured approach to all design aspects of stations in use along the line.

i.iii.ii The Guide is intended to build on what has already been achieved in recent years; to strike a balance between the need for smart, modern, fit-for-purpose facilities and the desire to maintain the distinctive Midland “flavour” of the line.

i.iii.iii The Guide is intended to be comprehensive and yet comprehensible, and above all else, easily accessible and easy to use. The original loose-leaf format allowed for periodic amendments and additions to be issued as required. This was an important consideration as it was necessary to cater for changes in standards and specifications that would inevitably occur, as well as embracing new technological innovations.

i.iii.iv Although many improvements have been made to stations in recent years, it is apparent that there are many inconsistencies and inaccuracies in detail, such as colour schemes, bargeboards, ridge-tiles etc. The Guide sets clearly defined standards and specifications.

i.iii.v The specifications laid down in the Guide are defined within the parameters and criteria agreed by participants and comply, where appropriate, with laid down standards stipulated by Network Rail and any other appropriate organisations.

i.iii.vi The inclusion of an Inventory of Stations aims to provide an up-to-date record of each station, listing all outstanding work required to bring them up to the standards set out in the Design Guide.

i.iv. Costs

- i.iv.i It should be noted that many of the criteria featured in the Design Guide are over and above those required as a statutory minimum to be provided by Network Rail and the Train Operating Company. Their application and provision will therefore often involve additional costs that may have to be met by third parties.
- i.iv.ii This principle has already been followed in with works already undertaken. Station building renovation and the provision of decorative features such as bargeboards, ridge tiles and windows and the installation of new lighting to the Midland pattern are examples of additional costs being met by outside funding partners.
- i.iv.iii Each issue will have to be dealt with on its own merit and it is the purpose of the Design Guide to point this out but not to prescribe the methodology.

i.v Scope

The Guide covers the following stations:

Settle, Horton-in-Ribblesdale, Ribbleshead, Dent, Garsdale, Kirkby Stephen, Appleby, Langwathby, Lazonby & Kirkoswald and Armathwaite.

i.vi. Format (Hard Copy)

- i.vi.i The key issues in ensuring the Guide works effectively are ease of access, clarity of layout and the ability to keep the document updated.
- i.vi.ii With this in mind the original document was in loose-leaf format to A4 size contained in a hardback ring binder.
- i.vi.iii Inside, the Guide was subdivided into the separate sections by using card inserts. The pages were simple black and white text and diagrams/drawings where relevant. Use of colour was restricted to the cover design and a logo on each page. This kept production costs down to a minimum.
- i.vi.iv A standard format for each page insert had been devised to give clarity and uniformity to the guide. Page numbers were omitted to facilitate future amendments.

i.vii. Format (Electronic Copy)

i.vii.i Since the Guide was originally published, increased accessibility to information on the internet has enabled the Settle-Carlisle Partnership to reproduce the information on the S&C web site.

Rather than limiting the information to groups or individuals it was decided that the contents of the Design Guide should be made freely available to anyone interested.

The important aspect of this open-information approach is that work on stations must always be approved by the appropriate responsible organisation. Strict Rules exist that govern the undertaking of any works within a station area

- 1. Before any work is undertaken on a station in an area that is within the TOC Lease Area, the necessary permission must be obtained from the relevant Authority.**
- 2. A system is already in place in respect of the FoSCL Station Representatives which allows the undertaking of minor works.**
- 3. No work may be undertaken that is outside the TOC Lease Area and within Network Rail property**

More information under item 7.:

i.viii. Control and Updating

Hard Copy

i.viii. For the Guide to be effective strict controls were exercised over its initial distribution and subsequent amendments. To this end, a limited number of Guides were produced and distribution was restricted exclusively to previously agreed interested parties and organisations. Amendments were issued periodically. Each set of amendments was issued with the individual document section number on each page along with the date of issue. An amendments record was included in each Guide. An amendments pro forma was distributed to all holders of the Design Guide and this was to be submitted no later than 4 weeks prior to the issuing date. The Guide was controlled and managed by The Settle and Carlisle Railway Trust. A master copy was maintained on CD which enabled amendments and updates to be effected "in house". The Guide was distributed free of charge to all recipients, the costs being borne by the overall project funding. However, replacement or additional copies would be required to be paid for, the current charge being obtained from the Project Co-ordinator.

Electronic Copy

The Settle-Carlisle Partnership view the Design Guide as a dynamic document subject to change and development. Change may affect the details in this guide, as work on the stations is constantly undertaken.

Whilst every effort is made to ensure the information is correct and up to date the Partnership cannot accept responsibility for any errors or omissions.

i.ix Distribution

The following organisations and individuals were recipients of the original Design Guide.

The Settle and Carlisle Railway Trust, The Friends of the Settle-Carlisle Railway
The Settle-Carlisle Railway Development Company, Railway Heritage Trust, North of England Civic Trust, The
Yorkshire Dales National Park Authority, The Train Operating Company, Network Rail London North West Zone,
Eden District Council, North Yorkshire CC, Craven District Council, National Railway Museum.

In addition to the foregoing a copy was maintained for each station, lodged with a named representative and a master copy held by the Settle & Carlisle Railway Trust.

Electronic form

On the internet the Design Guide is free to anyone interested in the architectural improvements at stations and other buildings on the Settle-Carlisle Railway. Permission for work must always be obtained, depending on the nature of the work, what the property is and who it belongs to.

All the information contained in the guide remains the property of the Settle-Carlisle Partnership.

The Partnership will always hold a definitive copy.

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I. STATION BUILDINGS

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1.1 Introduction

- 1.1.1 The feature that typifies the character of the Settle-Carlisle line more than anything else is the architecture of the stations, in particular the station buildings. This is the point at which most people have their closest contact with the line. It is the fact that these structures remain largely intact, as built, that gives this line its unique status.
- 1.1.2 It is worth remembering that when these stations were constructed during the early 1870s they represented the essence of the Midland Railway and the style it was actively creating. The MR was one of the first industries to develop a corporate identity, something we all take for granted today.
- 1.1.3 John Crossley, Chief Engineer of the Midland Railway, had introduced a standard concept for station buildings of a single storey design incorporating gabled pavilions. Mr J. H. Sanders, the Company Architect, developed three designs, based on this concept, specifically for the Settle-Carlisle line. To allow for expected traffic demands, three variants were designed and were numbered 1 (large), 2 (medium) and 3 (small).
- 1.1.4 They were in many ways uncompromisingly modern for their time. Often referred to as "Midland Gothic", (though the type 3 (small) buildings were the only ones to actually possess any Gothic features), they lacked the finery and ornate embellishments of earlier design and perhaps represented a link in the move towards more utilitarian styles that would follow in the 20th century.
- 1.1.5 They were, however, in the finest Victorian tradition of robust and high quality design, materials and construction.
- 1.1.6 It is interesting to reflect that the style of these stations, when built, was totally alien to the environment in which they located. However, local materials were normally utilised in their construction, with Eden Valley red sandstone being used at the north end and golden freestone at the south. Appleby was an exception, being primarily of red brick. (See **Schedules 1 & 2** for details.) Today, together with the railway itself, the stations have become accepted as an integral part of their environment. They have become intrinsically linked with the way of life, past and present, and of the communities they serve and are truly part of that heritage.

1.2 Conservation

- 1.2.1 One of the many problems facing conservationists is the accuracy of architectural details when restoring buildings such as these.
- 1.2.2 Firstly, although they were built to a standard design of three types (with the exception of Garsdale), the actual construction was undertaken by different contractors along the route. These were J. Thornton of Bradford; Benton and Woodiwiss of Derby; Joseph Firbank and George Black of Carlisle.
- 1.2.3 This meant that there would inevitably be variations in the interpretation of the drawings, which would have been

far less detailed and prescriptive than modern day plans. Add to this the fact that local craftsmen would have been employed, the inevitable result was many variations in detail.

- 1.2.4 Close inspection of the waiting shelters, for example, reveals variations in numerous details, especially window and door sizes. Although these were essentially built to the same overall design no two are actually identical.
- 1.2.5 Secondly, there are very few, if any, photographs of the stations as built. For the first 30 or 40 years of the line's life there is virtually no record of any of the architectural details referred to here.
- 1.2.6 Thirdly, the line was a working railway and the stations were an integral part of this. They had to provide modern facilities throughout their existence, and this would involve periodically upgrading and improving them. Additional canopies or weather protection would appear, for instance. Simple wear and tear would lead to replacements, particularly of anything of wooden construction. Later, as the line declined in its importance, sheer neglect would lead to many features such as ornate bargeboards, doors and windows being lost or replaced with modern equivalents.
- 1.2.7 All these factors conspire to make the restoration of authentic features fraught with difficulty and controversy. Thankfully, the basic structures – the walls and the roofs – have remained virtually intact. But other features such as bargeboards, windows, doors, ridge tiles, guttering and chimney pots have not and tracing original designs as applied to a particular building with complete accuracy is extremely difficult.
- 1.2.8 It is worth reflecting that when studying the 1909 photograph of Ribbleshead station for example, the building had already endured 33 winters and some features would almost certainly have been replaced by then.
- 1.2.9 It was this issue that the North East (now North of England) Civic Trust had to confront when drawing up a record of architectural details of buildings along the line in 1996. The record was commissioned by the then Settle-Carlisle Railway Conservation Area Partnership ([CAP](#)) in a successful attempt to record the contemporary state of buildings and to provide guidance and detail information for anyone carrying out restoration work.
- 1.2.10 In recognition of the detail variation in and the uncertainty surrounding many architectural features it was decided to standardise on those designs that broadly conformed to the overall style of the line and to the buildings in particular. These features were of course in themselves genuine and accurate, but the study of many older photographs will reveal many of the variations alluded to above.
- 1.2.11 In this respect the Design Guide does not seek to change this policy and indeed this section is largely based on the CAP document, with some corrections and updates. In noting some of the known significant variations, the Guide merely seeks to record these facts as a matter of interest. (See **1.4 Architectural Details.**)
- 1.2.12 Of course, as and when further detailed information comes to light then this position can be reviewed accordingly.

1.3 Plans and Elevations

1.3.1 As a general guide to the relevant stations and associated buildings, the following list summarises

Building Type	Location	Appendix
Station Type 1 (large)	Settle. Kirkby Stephen. Appleby	Appendix 1a.
Station Type 2 (medium).	Langwathby, Lazonby and Armathwaite	Appendix 1b.
Station Type 3 (small).	Horton-in-Ribblesdale, Ribbleshead and Dent.	Appendix 1c
1.4 / Non-standard buildings	Garsdale	Appendix 1d.
1.4.1 Waiting shelters, standard MR	Settle, Horton-in-Ribblesdale, Dent, Garsdale, Appleby, Lazonby and Armathwaite	Appendix 1d
1.4.2 New waiting shelters	Langwathby (Up Platform). Dent, Kirkby Stephen and Langwathby (Down Platforms).	Appendix 1e.
1.4.3		
1.4.4	It should be noted, however, that individual buildings vary slightly in detail proportions and measurements. All dimensions must be checked against the original building and necessary adjustments made.	

1.4.5 Note that the details in the Appendices are for general guidance and information only.

Full size working drawings can be obtained from The Settle and Carlisle Railway Trust.

1.4.6 Windows – CAP sheets 9 & 10 (See **Appendix 2a**)

1.4.7 Doors – CAP sheets 12, 13 & 14 (See **Appendix 2b**)

1.4.8 Bargeboards – CAP sheets 15 & 18 (See **Appendix 2c**)

1.4.9 Ridge Tiles – CAP sheet 20 (See **Appendix 2d**)

1.5 Schedule of Standard Architectural Details

1.5.1 The schedule contains a list of recommended architectural details applicable to station buildings. This should be referred to when checking details of existing buildings, particularly prior to any planned renovation work.

1.5.2 This should be referred to in conjunction with **1.4 Architectural Details** and **8. Inventory of Stations**.

1.5.3 Where existing details are at variance with this schedule, either due to removal or replacement, these are indicated in the “Other Comments” column.

Station Buildings 1- Schedule of Standard Architectural Detail Recommended details

Site	Building	Type	Materials	Windows Ref:	Doors Ref:	Bargeboards Ref:	Ridge Tiles Ref:	Other comments
Armathwaite	Station Building	2 Medium	Red Sandstone, Blue Slate Roof Tiles	Vertical Sliding Sash	External—panelled diagonal board. Internal—stop chamfered	Type 4	Type 2	Numerous inappropriate extensions and alterations carried out. Bargeboards, doors, windows, ridge tiles
	Waiting Shelter	Standard	Red Sandstone, Blue Slate Roof Tiles	Vertical Sliding Sash	Panelled diagonal board.	Type 4	Type 2	Guttering and rwp's non-standard uPVC
Lazonby and Kirkoswald	Station Building	2 Medium	Red Sandstone, Blue Slate Roof Tiles	Vertical Sliding Sash	External—panelled diagonal board. Internal—stop chamfered	Type 4	Type 2	<u>Non-standard chimney pots.</u> <u>No tabled verges.</u>
	Waiting Shelter	Standard	Red Sandstone, Blue Slate Roof Tiles	Vertical Sliding Sash	Panelled diagonal board.	Type 4	Type 2	Guttering and rwp's non-standard uPVC
Langwathby	Station Building	2 Medium	Red Sandstone, Blue Slate Roof Tiles	Vertical Sliding Sash	External—panelled diagonal board. Internal—stop chamfered	Type 4	Type 2	<u>Non-standard chimney pots.</u> <u>No tabled verges.</u>
Appleby	Station Building	1 Large	Red Brick, pink-grey sandstone dressings, blue slate roof tiles	Vertical Sliding Sash	External—panelled diagonal board. Internal—stop chamfered	Type 4	Type 3	
	Waiting Shelter	Standard	Red Brick, pink-grey sandstone dressings, blue slate roof tiles	Vertical Sliding Sash	Panelled diagonal board.	Type 4*	Type 2	* Bargeboards of different pattern to CAP standard, but authentic according to photographic records.
Kirkby Stephen	Station Building	1 Large	Golden freestone, blue slate roof tiles	Vertical Sliding Sash	External—panelled diagonal board. Internal—stop chamfered	Type 4	Type 3	

Station Buildings 2—Schedule of Standard Architectural Detail Recommended details

Site	Building	Type	Materials	Windows Ref:	Doors Ref:	Bargeboards Ref:	Ridge Tiles Ref:	Other comments
Garsdale	Up-waiting shelter	Non standard	Golden Freestone, blue slate roof tiles	Vertical Sliding sash	Panelled diagonal board	Type 4	Type 1	
	Down-waiting shelter	Standard	Golden Freestone, blue slate roof tiles	Vertical Sliding sash	Panelled diagonal board	Type 4	Type 1	
Dent	Station Building	3 Small	Golden Freestone, blue slate roof tiles	Casement with margins	External—panelled diagonal board	Type 1	Type 2	
	Waiting Shelter	Standard	Golden Freestone, blue slate roof tiles	Vertical Sliding sash	Panelled diagonal board	Type 1*	Type 2	*Type 4 bargeboards fitted during refurbishment
Ribblehead	Station Building	3 Small	Golden Freestone, blue slate roof tiles	Casement with margins	External—panelled diagonal board. Internal—stop chamfered	Type 1	Type 2*	* 1909 photo shows individual pattern. Type 2 agreed suitable.
Horton-in-Ribblesdale	Station Building	3 Small	Golden Freestone, blue slate roof tiles	Casement with margins	External—panelled diagonal board. Internal—stop chamfered	Type 1	Type 2	
	Waiting Shelter	Standard	Golden Freestone, blue slate roof tiles	Vertical Sliding sash	Panelled diagonal board	Type 1	Type 2	
Settle	Station Building	1 Large	Golden Freestone, blue slate roof tiles	Vertical Sliding sash	External—panelled diagonal board. Internal—stop chamfered	Type 4	Type 3*	*1925 photo shows individual style differing from others on the line.
	Waiting Shelter	Standard	Golden Freestone, blue slate roof tiles	Vertical Sliding sash	Panelled diagonal board	Type 1	Type 1	

2. COLOUR SCHEMES

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- 2.10 Paint Specifications

2.1 Introduction

- 2.1.1 The maroon and cream colours currently in use, though not authentic Midland Railway (they were generally brown and cream for stations), have become synonymous with the line and have therefore been adopted as standard.
- 2.1.2 Whilst the Guide sets out to define a uniform specification for the colours to avoid the inconsistencies that exist at certain stations, it also recognises that there should be scope for varying, to a limited degree, the application of colours. This will add a subtle touch of interest and avoid too much monotonous uniformity. These variations have been included in the specification.

2.2 Preparation

- 2.2.1 Careful consideration should be given to the quality and application of paint on a given surface. Where restoration work is being undertaken and older layers of paint are still present, it must be remembered that modern paints differ considerably in their characteristics from older types, and they tend dry differently in a way that can cause them to detach from older paints.
- 2.2.2 To this end preparation is as important as the application of the paint itself. Poor or lack of adequate preparation will undermine the quality of the paint applied. Professional advice should always be sought in this regard.
- 2.2.3 If removal of older paint is considered necessary, care should be taken with regard to lead content as it may contain this toxic element. Statutory guidance is available for its safe removal and it is essential this is referred to prior to any such work being undertaken.

2.3 Application

- 2.3.1 Professional advice should be sought regarding the quality and specification of the paint to be applied. As a general rule a better quality paint, hence more expensive, will pay in the long run as it will be more durable. Different types of paint exist for different purposes and circumstances. For example it may be considered necessary to apply microporous paint in certain cases.
- 2.3.2 Repainting an entire building is a costly undertaking and should not be carried out more often than is absolutely necessary. Not only, therefore, should quality of paint be a consideration but also where it is to be applied, as some locations within the railway environment are restricted and require possessions that are costly and time-consuming.
- 2.3.3 Different paint surface areas will weather at different rates according to their respective location. This is

particularly noticeable at the more exposed locations, such as Ribbleshead and Dent. This will necessitate some degree of "spot" repainting in areas that will not last the course to the next major repaint. This will lead to an inevitable patchwork appearance, though this would have always been the case throughout the building's life.

2.3.4 To this end care should be exercised to ensure that the paints used are of the correct colour code and consistency. When undertaking such spot repainting, always complete a whole feature eg an entire door rather than just a couple of panels. This minimises the impact of new paint next to old and maintains a tidier appearance.

2.3.5 Applying the correct undercoat is also essential to obtain a correct and consistent hue.

2.3.6 Many paints are translucent to a greater or lesser extent. This means that the undercoat colour will show through and therefore influence the finish. This is particularly true of maroon.

2.3.7 It is essential, therefore, that the correct undercoat as indicated in **2.9 Paint Specifications** below is applied.

2.3.8 Badly or inappropriately applied paint, no matter how good a quality, will have a detrimental effect on a building. Use of professional or experienced painters is essential to this end.

2.3.9 "Wet Paint" warning notices should always be prominently placed around or near any wet surfaces. Where practicable the affected area should be taped off.

2.4 Station Buildings and Waiting Rooms

2.4.1 Bargeboards – cream

Purlin ends - grey

2.4.2 Soffits – cream

2.4.3 Guttering and rain water pipes — black

2.4.4 Windows Type 1, 2 & 3 buildings and Waiting Rooms-
casements – cream,
frames – maroon

2.4.5 Doors & Door Frames—maroon

2.4.6 Waiting Shed Screens - maroon and cream

2.4.7 Stone window sills, lintels, quoins and mullions – these should normally be left unpainted. Where paint has been applied in the past, the existing colour should be maintained. Consideration, however, should be given to removing this paint where it has been badly or inappropriately applied, provided there is no risk of damaging the stone or windows.

2.4.8 See Appendix 1 for further details.

2.5 Signalboxes

2.5.1 Signalbox timber frame – maroon.

2.5.2 Vertical and horizontal planking – cream.

2.5.3 Window frames – white.

2.5.4 Finials – cream.

2.5.5 Guttering and rainwater pipes – black.

2.5.6 Steps and handrails – maroon.

2.5.7 See Appendix 1f for further details

2.6 Lighting Columns and Lanterns

2.6.1 Columns – maroon with black base and cream bands.

2.6.2 Lanterns – maroon.

2.6.3 Brackets – black.

2.6.4 Station Name Vinyls – white with Midland ultramarine *sans serif* letters.

2.6.5 See Appendix 3a for details.

2.7 Benches and other Platform Furniture

2.7.1 Benches – maroon backs and seats with black bases. The station name should be applied to the middle of the seat back in white *sans serif* letters with a white line surround with rounded ends.

See Appendix 3b for further details.

2.7.2 Poster Frames Wall mounted—maroon frames
Post mounted—cream frames and maroon uprights

See Appendix 3c for further details.

2.7.3 Leaflet Racks MR pattern—maroon beading, black upper backing-board, grey cover backing board.
Non-standard—maroon

See Appendix 3d for further details.

2.7.4 Notice Cases MR pattern—same as for 2.7.2 Poster Frames above.

See Appendix 3e for further details.

2.7.5 Litter Bins—maroon

Non-standard—maroon. (see 3.7.1 for important information)

2.7.6 Flower Tubs – Half –barrel tub, natural wood or maroon with black strapping

Other types - maroon or cream

2.8 Fencing

2.8.1 Midland pattern diagonal sawn timber and post – black wood preservative.

2.8.2 Vertical plank pattern – cream

2.9 Mileposts and Gradient Posts

2.9.1 Applicable where there are located on stations only, ie Settle, Horton-in-Ribblesdale, Ribbleshead and Appleby (mileposts) and Armathwaite (gradient post).

2.9.2 White with black lettering, (standard Midland Railway).

2.10 Paint Specifications

2.10.1 The following table lists the specification for paints to be used in accordance with the Design Guide.

Top coat Number

Maroon Crown Trade Stronghold Exterior Gloss Royal Maroon *

Cream 10 C 31

Black 00 E 53

White 00 E 55

Ultramarine 20 C 40

Undercoat

Grey Use Crown grey undercoat for maroon as recommended on 'Royal Maroon' tin.

*** Much confusion arises with this particular paint. Formally known as Crown Royal Maroon, it is a brand paint unique to that manufacturer and was chosen due to its close proximity to the maroon used by the Midland Railway. It does not have a paint number therefore no other manufacturers' paint should be substituted.**

It is also essential to use this paint in conjunction with the Crown Grey Undercoat recommended on the tin. As the maroon is translucent the use of any other undercoat will produce a different and therefore incorrect hue.

This paint is not normally available off the shelf and should be ordered through a Crown Decorating Centre. There is one in or near most large cities and delivery is usually within two days.

3. STATION FURNITURE

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3.4 Poster Frames

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3.6 Notice Boards

3.7 Litter Bins

3.8 Flower Tubs

3.9 Fencing

3.10 Gates

3.11 Walling

3.1 Introduction

3.1.1 The importance of station furniture cannot be overstated, both in its function and design.

3.1.2 The aim of the Design Guide here is to provide a balance between practicality – that which is useful and of benefit to the travelling public, and aesthetics – that which is in keeping with the overall style of the line. Moreover the design must, in many instances, comply with Railway Group Standards.

3.2 Lighting Columns and Lanterns

3.2.1 The “Heritage” MR pattern lighting columns and lanterns have now been installed at all stations.

3.2.2 The columns are cast from a pattern made from an original Midland Railway cast iron column. The lanterns are faithful reproductions of a Midland Railway pattern, adapted to take a modern electric light that complies with current standards.

3.2.2 There are certain other locations where there is scope for extending this type of lighting – to approach roads and footpaths, for example. See 8. Inventory of Stations for specific details.

3.2.3 The Heritage style should be regarded as standard for the line and utilised in future schemes.

3.2.4 The requirements for station lighting are set out in RGS GI/RT7010 Iss 1.

3.2.5 Design and Specification

3.2.5.1 Columns

a) Materials – Cast Iron grade 260 BS1452.

b) Items to be included are:

- i) Lockable cast iron access door.
- ii) Ladderbar complete with cast iron finials.
- iii) Wooden board to receive electrical gear inside trunk.
- iv) Cast iron frog plate and frog.
- v) Shot blasted and prime painted.
- vi) Extra 300mm in length for platform level variation (optional).

- c) Supplier – the existing cast iron columns were supplied by: Smith & Co. (South Shields) Ltd., Morwick Mill, Acklington, Northumberland, NE65 9DG Tel. 01665 711112.
- d) Pattern copyright – the copyright for the pattern is owned by Northern Rail Ltd. Consequently no columns may be manufactured without the express permission of Northern Rail Ltd. The pattern is currently in the possession of the above company.

e) See Appendix 3a.

3.2.5.2 Brackets

- a) Materials – Cast Iron 260 BS 1452, with mild steel hoop
- b) Design details:
 - i) Three types – one for mounting on walls at right angles, one for mounting on corners and one for mounting on footbridge parapets.
 - ii) Shot blasted and prime painted.
- c) Supplier – all the existing brackets were manufactured and supplied by Smith & Co.(South Shields) Ltd. (See **3.2.5.1 c)** for details.)
- d) Pattern copyright – the copyright for the pattern is held by Northern Rail Ltd (see **3.2.5.1 d)** above).

e) See Appendix 3a.

3.2.5.3 Lanterns

- a) Materials – copper – main structure (flat) 22 gauge; curved structure 24 gauge; decorative features 26 gauge
- glass – shatter screen laminate applied to inner side.
- b) Design details:
 - i) Pattern based on Midland Railway No1 platform lamp design.
 - ii) Luminaire – WRTL exterior 100w Sont gear tray.
 - iii) Vinyls – ultramarine *sans serif* lettering on white background.
- c) Supplier – the lanterns utilised throughout the Settle-Carlisle line stations were produced by: Metro Electric, 4 ABB Street, Marsh, Huddersfield, HD1 4PA, Tel 01484 456456. [Email 456@gasmen.co.uk](mailto:456@gasmen.co.uk)

The luminaries are procured by the above manufacturer.

The vinyls are supplied by: Ceejay Graphics Ltd., Unit 4, Green Lane Trading Estate, Clifton, YORK, YO30 5PY, Tel 01904 693936.

- d) Pattern copyright – no copyright is known to exist.

e) See Appendix 3a.

3.3 Benches and Seats

3.3.1 The "rusticated seat", though used by many railways, became a well-known feature on Midland Railway stations and has become a generally accepted MR artefact.

3.3.2 This style of seat should be adopted as standard for all the S & C stations, subject to availability of funding. Other types of seating must be provided to meet the guidelines on seating for the disabled, (see 3.3.8 below).

3.3.3 Existing seats ideally should be replaced by MR pattern as they become life-expired. The exception to this are those dedicated in memoriam. However, careful consideration can be given to transferring the dedication to a new MR pattern seat, if this is deemed appropriate.

3.3.4 Whilst there is no statutory minimum for the number of seats to be provided, ideally there should be not less than 2 seats per platform.

3.3.5 Seats must be fixed to the platform or otherwise secured to prevent accidental or malicious movement. (Railway Group Standard GI/RT7014 Iss 1 & GI/RT7016 Iss 4.)

3.3.6 These seats are currently available from the following suppliers/manufacturers:-

Appleby Heritage Centre, Station Yard, Appleby, Cumbria CA16 6UL, Tel 017683 53350.

Email: info@applebyheritagecentre.org.uk

Metro Heritage Ltd, 4 ABB St., Marsh, Huddersfield, HD1 4PA, Tel 01484 456456

3.3.7 See Appendix 3b.

3.3.8 In order to meet the needs of the disabled and to comply with the Disabled Discrimination Act (DDA) 2004, the Department for Transport sets out guidelines in a publication called "Accessible Train and Station Design for Disabled People". The current version can be found at <http://www.dft.gov.uk/publications/accessible-train-station-design/>

3.3.9 It is not considered appropriate for the Design Guide to set out in detail the information contained in this publication as it is principally an issue for the relevant TOC to address.

3.3.10 However, when and where such seating is provided careful consideration should be given to its location in relation to buildings and other structures, whilst still complying with the SRA guidelines.

3.3.11 All such seating should be of a matching colour ie royal maroon (and cream, where appropriate).

3.4 Poster Frames

- 3.4.1 Standard poster frames, such those produced by Doric Signs, are required to be provided at every station for TOC timetable information and publicity.
- 3.4.2 The frame should be 685mm x 1065mm to take standard Double Royal posters.
- 3.4.3 Either extruded aluminium and aluminium sheet or stainless steel with hard stoved powder paint and with polycarbonate window should be used.
- 3.4.4 A hinged frame design with lockable hinged door should be adopted. The lock is easily tightened with an adapted Allen key.
- 3.4.5 Frames can either be individually fence or wall-mounted or arranged in banks of two, three or four on standard steel frame posts.
- 3.4.6 Where poster frames are wall-mounted, care must be taken to avoid detracting from existing architectural features. Wherever practicable, mounting poster frames on station buildings should be avoided.
- 3.4.7 Similar considerations need to be exercised when positioning post-mounted frames. Locations in front of buildings should be avoided. These frames are normally best located adjacent to entrance/exits both on the platform and at station approaches.

3.5 Leaflet Racks

- 3.5.1 Where leaflet racks are provided they should be of a robust design and be securely fixed to a wall.
- 3.5.2 They should always be located in waiting rooms/shelters.
- 3.5.3 The racks should be capable of taking standard size leaflets.
- 3.5.4 Where new leaflet racks are to be provided the Midland style based on MR pattern notice boards should be adopted, where funding permits. ***See Appendix 3c.***

3.6 Notice Boards

- 3.6.1 At least two notice boards should be provided at each station, one per platform. They should be located in the

waiting room/shelter.

3.6.2 The MR pattern, based on the poster board design, should be adopted as standard.

See Appendix 3d.

3.6.3 These notice boards are provided for local use to place notices relevant to the community and the railway. The local Station Representatives should be responsible for monitoring them and removing any out-of-date or inappropriate material.

3.7 Litter Bins

3.7.1 Due to security concerns, litter bins can only be provided at stations of the hooped and clear bag pattern.

3.8 Flower Tubs

3.8.1 Flower tubs make an important contribution to the enhancement of the environment of a station, providing the added splash of colour at locations where flowerbeds or borders are absent.

3.8.2 Over the years a variety of types of tubs has emerged, many appropriate such as the half-barrel type, others less so such as the inverted painted half-tyre.

3.8.3 The Design Guide does not seek to be prescriptive on this matter, though it does recommend the use of the half-barrel type or something similar.

3.8.4 Pseudo-classical styles favoured by many garden centres and indeed inverted half-tyres should be avoided. Also terra cotta should be avoided as these are prone to breakage, accidental or otherwise.

3.8.5 In any event, flower tubs should be capable of being secured to prevent unauthorised movement and should not be placed less than 2.5 metres from the platform edge or where any maintenance would necessitate an individual working on them being within 2.5 metres of the platform edge. Refer to Railway Group Standard GI/RT7014 Iss 1 & GI/RT7016 Iss 4 for details.

3.9 Fencing

3.9.1 The Midland Railway had six standard patterns of timber fencing at stations. The most common of these was the distinctive sawn diagonal fence and it was this type that became synonymous with the Settle-Carlisle line, being adopted throughout.

3.9.2 The original fences were fashioned out of redundant sleepers and creosoted. A modern equivalent, consisting of concrete uprights to which three wooden rails are affixed carrying the diagonal pales, has been developed by Regional Railways North East and its successors and extensively used throughout the network.

3.9.3 This latter design, officially dubbed 'North Eastern Pattern', should be adopted as standard for the line.

3.9.4 Where original examples of fencing have been identified, consideration should be given to their restoration. However, Railway Group Standards specify minimum load bearing capacity for fencing in certain locations, such as platforms and stairways which may preclude such restoration.

3.9.5 Railway Group Standard GI/RT7014 Iss 1 & GI/RT7016 Iss 1 cover requirements for fencing, parapets and other barriers.

3.10 Gates

3.10.1 Whilst no specific type of gate has been identified as a MR standard, most small pedestrian access gates appear to have been based on the timber sawn paled fence pattern. This type should be adopted as standard.

3.10.2 Larger gates for vehicle access should comprise a standard five-bar timber pattern.

3.11 Walling

3.11.1 Dry-stone walling was extensively used throughout, especially in the limestone region of the southern section of line. Although primarily used for lineside walling examples do exist within the curtilage of the stations.

3.11.2 Where such examples exist these should be restored and maintained. Where appropriate, in connection with new works for example, consideration should be given to the construction of new dry-stone walls to the same standard of existing walls.

3.11.3 A number of local contractors, often farmers, have kept the art of dry-stone walling alive. Details of these can be obtained through The Settle and Carlisle Railway Trust or the Yorkshire Dales National Park Authority.

3.11.4 Where dressed and rubble faced stone and mortar have been used, usually for walls associated with buildings and platforms or for retaining walls, repairs must be carried out using the same type of stone as the original eg Eden Valley red sandstone, or golden freestone.

3.11.5 Grouting and pointing (where appropriate) should be kept in good repair to prevent water and frost damage

occurring.

4. SIGNAGE

Contents

4.1 Introduction

4.2 General Principles

4.3 Railway Group Standards

4.4 Station Signs Scheduling: Checklist

4.5 Statutory Signs

4.6 Reproduction Signs

4.1 Introduction

4.1.1 Although the adoption of the Rail Alphabet for signing typeface is no longer a mandatory requirement, it is the general policy of the current TOC to utilise this style throughout its network.

4.1.2 In acknowledgement of this policy, the Design Guide recommends the continued use of the Rail Alphabet, with due regard to the architectural integrity of the stations and buildings along the line. To this end, careful consideration must be given to the location of signs to strike a balance between clear, concise signage and the aesthetics of the structures.

4.2 General Principles

4.2.1 The standard station signage to be adopted should be the Corporate Identity Rail Alphabet style established under British Rail in 1965 and continued under the auspices of Network Rail and the TOCs.

4.2.2 This is currently in use on the line and should continue as it is internationally recognised as a clear and concise style and has been emulated in other countries.

4.2.3 The black Rail Alphabet on white enamel or plastic (as appropriate) should be adopted throughout. Red double arrow rail logos and blue directional arrows should also be utilised as appropriate.

4.2.4 The practice of incorporating the emblems of the local Planning Authority on the station name boards should be maintained.

4.2.5 TOC branding ideally should be avoided. Due to the transient nature of the ownership of these companies any branding can become out of date long before the signs in question are life-expired. Any form of temporary branding (eg vinyls) can soon look shabby and become an eyesore.

4.2.6 It should be noted that existing station name signs bear Northern Rail branding. These should be replaced with non-TOC branded signs as time and funding permits.

4.2.6 The provision of reproduction signs from different eras should generally be avoided.
(see 4.6 below).

4.3 Railway Group Standards

4.3.1 RGS GIRT7014 Iss 1 Part G2 sets out requirements for platform signs.

4.3.2 This stipulates that "at all stations, passenger information signs shall be provided to clearly indicate:

- Access to and egress from platforms
- Station name and, where appropriate, the unique platform identity
- Emergency escape routes
- Emergency telephones and help points where provided
- Disabled facilities where provided
- Routing of passengers via a subway or footbridge and routing of disabled passengers where this is different

The parts of the station out of bounds to members of the public

Sufficient illumination shall be provided for these signs to be visible in the hours of darkness or low light conditions when the station is open to station users".

4.3.3 Fixing of signs to station buildings should be avoided wherever possible. In cases where this is unavoidable, due consideration should be given to the integrity of the design and appearance of the building. (See also 6.3 'Listed Buildings'.)

4.3.4 Where signs are affixed overhead a minimum headroom allowance of 2500mm should be made. (GIRT7016 Iss 4 Part 8 8.1.)

4.3.5 With the exception of signs suspended from canopies or buildings, no sign shall be located less than 2000mm from the platform edge.

4.4 Station Signs Scheduling: Checklist

4.4.1 The Network Rail document Design Guidelines Issue A "Signing" Sheet 2239 sets out a checklist for a station signing schedule at staffed and unstaffed stations.

4.4.2 These lists are not exhaustive and certain signs are not always applicable, but they do form the basis of a standard to which all station signing should comply.

4.4.3 Unless otherwise indicated items apply to both staffed and unstaffed stations.

4.4.4 Approach/Entrance

- a) DoTR signs etc.
- b) Boundary signs
- c) Pole sign or location signs (incorporating "double arrow" logo)
- d) Entrance signing
- e) Waiting restrictions
- f) Car park signs
- g) Taxis/buses etc.

4.4.5 Station Front (normally applicable to staffed stations only)

- a) Fascia sign
- b) Projecting sign (if no approach sign)
- c) Signing for alternative entrances

4.4.6 Ticket Hall (staffed stations only)

- a) Courtesy sign
- b) Direction of travel/platforms
- c) Ticket office signing
- d) Facility signs and doorplates
- e) Miscellaneous signs (trespass etc.)

4.4.7 Platforms

- a) Running-in signs
- b) Name signs
- c) Platform numbers
- d) Car stop marks
- e) Way out signs
- f) Subway/footbridge signs
- g) Warning signs
- h) Miscellaneous signs (eg no smoking in waiting rooms)
- i) Facility signs and door plates (staffed)
- j) Alternative exit signs (staffed)

4.4 Station Signs Scheduling: Checklist (continued)

4.4.8 Running-in signs have not been adopted on the S&C. Standard 2100mm x 305mm wall or post-mounted station name signs have been and should continue to be utilised throughout.

4.4.9 Full details of signing schedules and specifications, including colour, materials, dimensions and locations can be found in the Network Rail Design Guidelines Issue A "Signing".

4.4.10 See Appendix 4 for details.

4.5 Statutory Signs

4.5.1 Signs and notices warning of the dangers of railways shall be provided at all stations.

4.5.2 Refer to RGS GI/RT 7033 Iss 2 "Lineside Operational Safety Signs".

4.6 Reproduction Signs

4.6.1 The provision of reproduction signs or signs in the style of previous administrations ideally should be avoided.

4.6.2 Unless carefully managed their presence can lead to a confusing array of different styles and colours that can be misleading and unsightly. This is particularly so where there is a mixture of periods, such as Midland and early BR.

4.6.3 It can also be at odds with the fact that these stations are providing access to a modern rail system and are not working museums.

4.6.4 However, it is recognised that a number of such signs already exist and have been provided by and with the voluntary efforts of individuals whose enthusiasm the Design Guide would not wish to undermine by recommending their removal.

4.6.5 It is therefore suggested that the following criteria be carefully considered when contemplating the addition of such items to a station:-

- a) Is there a need for such a sign?
- b) Will it serve a useful purpose? Signs purely for decoration should be avoided.
- c) Are these needs best fulfilled with a reproduction style sign as opposed to a modern equivalent?
- d) Where will it be located?
- e) How will such a sign impact on the station environment as a whole?
- f) What period does the proposed sign belong to? ie MR, LMS, BR. Will this conflict with any existing reproduction signs?
- g) What will be the standard of quality? Poorly made signs soon deteriorate and look out of place.

- h) What will be the maintenance implications? How often will it need repainting and by whom and at whose expense?
- i) What is its life expectancy and at whose expense will it be replaced, if at all?

5. LANDSCAPING AND PLANTING

Contents

5.1 Introduction

5.2 General Principles

5.3 General Specification

5.4 Locations

5.5 Tree Preservation Orders

5.1 Introduction

5.1.1 Landscaping and planting, whilst not an operationally essential aspect of a working station, is very important in creating an attractive environment that will encourage greater use of the services provided.

5.1.2 Most railway stations, by their very nature, are open and relatively basic. The existence of carefully thought out and well maintained landscaping, including the provision of tubs, hanging baskets, window boxes and flowerbeds can counteract this impression, to the benefit of the users and the operators.

5.1.3 Equally, poor or neglected landscaping can have the opposite, detrimental effect. Hence the upkeep and maintenance of landscaped features is as vital as providing it in the first place.

5.2 General Principles

5.2.1 The level of landscaping and planting will vary at each location given the following factors:

presence of staff and/or availability of volunteers

location of station

physical layout of station

surrounding terrain eg existence of embankments, cuttings, other buildings and structures

surrounding landscape

5.2.2 A fine example of what can be achieved is Horton-in-Ribblesdale, where the flower-beds are well stocked and tended and the grassed areas are cut regularly. This is due to the presence of a volunteer gardener.

5.2.3 Such high-maintenance landscaping, though extremely attractive, will not be practical at other locations where such regular and reliable volunteer work is not available.

5.2.4 In such instances careful consideration needs to be given to providing low maintenance plants such as low growing or dwarf shrubs that need little cutting and keep weed growth down to a minimum, (see 5.3 General Specification below).

5.2.5 Horton station also highlights the fact that landscaping has always tended to be a lottery, depending very much on the goodwill and interest of station staff and/or local volunteers.

5.2.6 In order to guarantee a consistent approach, the Design Guide advocates the formulation of a policy between the TOC and voluntary organisations to provide the finance and manpower to create and improve the landscaping at each station along the line.

5.2.7 This could be in the form of a partnership that could include other issues such as provision of information, routine maintenance and cleaning.

5.3 General Specification

5.3.1 Generally planting should be limited to trees and/or ground cover, in the absence of staff/volunteers where low maintenance is desirable.

5.3.2 If shrubs over 300mm are used care should be exercised to avoid critical sightlines being obscured and to ensure that they do not form cover for those of ill-intent. On this score trees should be selected or pruned to ensure that the lowest level of the canopy is not less than 2500mm from ground level.

5.3.3 Trees must be selected from species that do not emit sticky substances. This is especially relevant in car parks or places where seating is provided.

5.3.4 Ground cover should be dense enough to suppress weed growth but still allow for removal of litter.

5.3.5 Lawns should not normally be specified due to their high maintenance requirements. Exceptions could be considered where there are regular and reliable staff/volunteers.

5.3.6 The same consideration applies to the provision of tubs, hanging baskets and window boxes.

5.3.7 Trees require approximately 1200-1500mm depth of prepared soil. Ground cover requires approximately 300mm depth.

5.3.8 Trees should be from larger stock sizes as these are more resistant to vandalism. Where underground services have been identified, root barriers should be provided to avoid damage to such services.

5.3.9 Ground cover plants should be container grown and these should be removed on planting. Locating plants on a 300mm grid will promote rapid and dense coverage.

5.3.10 All planting areas should be supplemented with a 75mm thick layer of bark chippings to reduce weed growth.

5.3.11 Evergreen plants should be specified as this will maintain a good appearance throughout the year and discourage misuse in winter.

5.3.12 Where works are proposed in the vicinity of trees refer to BS5837-2012 which lays down procedures to avoid damage to trees.

5.3.13 Where the emphasis is on low maintenance planting, this can be reviewed in instances where regular and reliable

labour is available.

5.3.14 As all stations fall within a Conservation Area, permission may be required before planting trees and, in some instances, bushes, shrubs and flowering plants. (See 6.2 Conservation Area Status)

5.4 Locations

5.4.1 It would be inappropriate for the Design Guide to be too prescriptive as to what landscaping and planting should be applied and where.

5.4.2 As a general guideline the following treatment should be considered as appropriate to the stated locations. The abbreviation (hm) relates to high maintenance locations and (lm) to low maintenance.

a) Station buildings – hanging baskets and window boxes (hm).

b) Platforms – flower tubs (hm). Borders and flowerbeds, where applicable, flowering plants and shrubs (hm) or evergreen low growing plants and shrubs (lm).

c) Cutting or embankment slopes (where this falls within the station lease area eg at Kirkby Stephen) – grass and/or trees and shrubs (hm) or low maintenance trees and shrubs (lm).

d) Other areas such as station approaches – a combination of b) and c) can be considered as appropriate.

5.4.3 Tubs, hanging baskets or flowerbeds should be not less than 2500mm from the platform edge. This location also needs to take into account maintenance requirements that must allow such work to be undertaken at a distance not less than 2500mm from the platform edge.

5.4.4 Tubs and hanging baskets should be adequately secured to prevent unauthorised movement or removal.

5.5 Tree Preservation Orders

5.5.1 Many trees, especially mature specimens, are protected by Tree Preservation Orders. The Local Planning Authority maintains a record of their locations.

5.5.2 Should a tree be considered for felling, topping or lopping reference must be made to the appropriate Local Planning Authority before such work is undertaken. Failure to do so can lead to prosecution and fines.

5.5.3 Note that there may be special restrictions pertaining to planting, pruning and felling of trees within a Conservation Area or within the setting of a listed building. There may also be restrictions on the species to be used. Similar restrictions may also apply to the planting of bushes, shrubs and even flowering plants. (See 6.2 Conservation Area Status)

5.5.4 Consent is also required for non-protected trees within a Conservation Area.



DESIGN GUIDE

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6. SPECIAL STATUS

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6.2 Conservation Area Status

6.3 Listed Building Status

6.4 Scheduled Monument Status

6.5 Archaeology

6.1 Introduction

- 6.1.1 The following subjects have been included in the Design Guide as they have direct or indirect implications on many of the issues included elsewhere in the Guide.
- 6.1.2 It is particularly important to understand the distinction between Conservation Area and Listed Building status. As the whole line is a Conservation Area, all matters relating to works planned within that area should be referred to the Local Planning Authority.
- 6.1.3 There are exceptions for "Statutory Undertakings", such as Network Rail or a Train Operating Company, where works involve structures connected with the workings of the railway.
- 6.1.4 The Guide recommends that advice should be sought from the relevant Local Planning Authority before any works are carried out as described in the following sections.
- 6.1.5 The final section covering archaeology has been included to highlight the potential importance of any remains or artefacts found during building or excavation works. It cannot be assumed that any remains predating the railway would have already been discovered during construction. They may well have lain undiscovered, overlooked or ignored.

6.2 Conservation Area Status

- 6.2.1 The entire route of the line between Settle Junction and Petheril Bridge Junction, Carlisle was designated a Conservation Area in 1992. This status recognised the special architectural and historic interest of the line.
- 6.2.2 Conservation Areas are designated and reviewed by the Local Planning Authority. The Authority is required to make proposals for the preservation and enhancement of a designated area where it is considered of "special architectural or historic interest" whose character is worth protecting or enhancing.
- 6.2.3 The designation of Conservation Area status is based on local and regional criteria as opposed to those of national importance as would apply in the case of listing.
- 6.2.4 Conservation Area status has implications on matters of demolition, minor developments and the protection of trees.
- 6.2.5 Any plan to demolish a building, either totally or partially, within a Conservation Area must be submitted to the Local Planning Authority. The procedures are generally the same as for applications for listed building consent.
- 6.2.6 Any plans to make changes that would be normally permitted elsewhere must be submitted to the Local Planning

Authority. This is to ensure that any alterations do not detract from the character or appearance of the area. This would include certain types of cladding, satellite dishes and dormer windows.

6.2.7 Certain other restrictions can be imposed under legislation introduced in 1995, such as erecting porches, changing doors and windows or colour schemes. The Local Authority has to demonstrate good reason for such restrictions and take into account public opinion.

6.2.8 Notification must be given to the Local Planning Authority of any plans to fell, top or lop trees within a Conservation Area. This is regardless of whether or not the tree is covered by a Tree Preservation Order.

6.3 Listed Building Status

6.3.1 The following buildings have Listed Building status under the terms of the Planning (Listed Buildings and Conservation Areas) Act 1997.

Settle – station building, waiting room and platforms – Grade II listed.

Dent – station building and Up platform waiting room – Grade II listed.

Appleby – station building and waiting room – Grade II listed.

6.3.2 Listed buildings are graded in one of the three following categories:

Grade I – buildings of exceptional interest

Grade II* – particularly important buildings of more than special interest

Grade II - of special interest which warrants every effort being made to preserve them.

6.3.3 The list is compiled by the Secretary of State for Culture, Media and Sport under the 1997 Act, on advice from English Heritage.

6.3.4 The listing includes the building in its entirety, unless stipulated otherwise. This also includes the interior as well as the main structure, all the features on the interior and exterior of the building, including late additions to an old building. Also included are buildings or structures attached to or within the curtilage of the listed building.

6.3.5 Listing does not preclude changes in their entirety and the Planning Authorities accept that changes are inevitable if a building is to continue in use, this being particularly relevant to railway stations.

6.3.6 However, the Planning Authority must be convinced that the proposed works will:

- not adversely affect the special interest of the building
- be carried out in such a way that it results in the minimum amount of damage to, or replacement of historic

fabric

- be undertaken by appropriately skilled craftsmen under the supervision of a suitably qualified architect or other design advisor.

6.3.7 Formal approval must be obtained from the Local Planning Authority before any work is carried out to a listed building that is deemed to affect the character of the building. Where appropriate this should be done in conjunction with English Heritage.

6.3.8 Guidance on the application of the legislation is contained in Planning Policy Statement 5 (PPS5): Planning for the Historic Environment—2010.

6.4 Scheduled Monument Status

6.4.1 The Ancient Monuments and Archaeological Areas Act 1979 (<http://www.legislation.gov.uk/ukpga/1979/46>) provides for the protection and conservation of nationally important archaeological sites in the United Kingdom.

6.4.2 Designation in England is carried out by the Secretary of State under guidance from English Heritage through its Monuments Protection Programme. Monuments are added to a list, or schedule, under powers contained in section 1 of the above Act.

6.4.3 Scheduling means that scheduled monument consent is required for works to that monument, including demolishing, removing, repairing, altering or adding to.

6.4.4 Scheduled Monument status, where applied to buildings, differs from Listed Building status inasmuch as the latter generally applies only to buildings that are still capable of active use.

6.4.5 There are presently no scheduled sites within the ten stations covered by the Guide, but the matter has been included for future reference should this position change.

6.4.6 For further details refer to English Heritage leaflets "Scheduled Monuments – A Guide for Owners and Occupiers".

6.5 Archaeology

6.5.1 Archaeological remains can often be found in the most unexpected places. They can range from ancient burial grounds and settlements to the remnants of earlier railway activities.

6.5.2 These can manifest themselves in a variety of ways, often being the foundations of earlier buildings or the buried remains of old tramways or wheels, for example.

- 6.5.3 Many sites are designated as Areas of Archaeological Interest and information about these can be obtained from the Local Planning Authority, English Heritage and sometimes from local museums.
- 6.5.4 When any work is contemplated that may involve excavation a check should be made to confirm if the site may be of archaeological interest.
- 6.5.5 Any items discovered, no matter how mundane, should have their location recorded and photographed. They should then be carefully removed and stored in a safe location until their disposal has been arranged.
- 6.5.6 The Railway Heritage Committee should be contacted as they have statutory powers of designation for artefacts and can advise on their safe removal and storage. (See Management of Stations 7.5.1)
- 6.5.7 Items of value may be declared as Treasure Trove and the law requires them to be reported. Advice can be sought from local museums.
- 6.5.8 Similarly, the discovery of human remains should be reported in the first instance to the local police authority.
- 6.5.9 For further guidance and a list of local archaeological agencies, refer to Planning Policy Statement 5 (PPS5): Planning for the Historic Environment—2010.

7. MANAGEMENT OF STATIONS

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7.2 Ownership

7.3 Responsibilities and Contact Details

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7.7 Undertaking of Work on Stations

7.1 Introduction

- 7.1.1 Under the Railway Act 1993 the railways of Great Britain were restructured to allow the progressive privatisation of the network. The infrastructure was placed in the ownership of Railtrack (from 2001 Network Rail) whilst the train services were divided into 25 (now 23) Train Operating Units and subsequently put out to private tender.
- 7.1.2 Prior to privatisation British Rail had been selectively selling off property and land, especially where the future of rail operations was in doubt. This has led to the complex situation that exists today with numerous organisations and private individuals owning or leasing property and land along the route.
- 7.1.3 This section summarises the current situation in relation to the Settle-Carlisle line, including other organisations directly or indirectly involved, with contact names, addresses and, where appropriate, website details.
- 7.1.4 Details of reporting procedures have also been included, as some confusion has existed in this area since privatisation. The prompt and correct reporting of faults, defects etc. is especially important in maintaining a high and consistent standard of service.

7.2 Ownership

7.2.1 General

- 7.2.1.1 All stations, including land, platforms, buildings and structures are owned by Network Rail Infrastructure Limited (except as indicated in 7.2.2 below) and are operated by the Train Operating Company, Northern Rail Ltd as Station Facility Owner under the terms of the Franchise Agreement.

7.2.2 Buildings and Land in Private Ownership

This list only includes property that is directly relevant to the operation of or access to stations.

Horton-in-Ribblesdale - station approach road, "Hillcrest", privately owned by Messrs Bowman and Ashton.

Up platform station building, 125 year lease to The Settle and Carlisle Railway Trust. Restored and converted to offices, community room and passenger waiting area.

Ribblehead — Up platform station building and car park area, 125 year lease to The Settle and Carlisle Railway Trust. Restored and converted to Visitor Centre, Caretakers' Flat and passenger waiting area. Former Stationmaster's House and station approach road, privately owned by The Settle and Carlisle Railway Trust. Undergoing restoration.

Dent. - Down platform station building, privately owned by Mr. R. Hughes. In use as a private dwelling and holiday let.

Kirkby Stephen — Up platform station building, 125 year lease to The Settle and Carlisle Railway Trust. Restored and converted originally to rented office accommodation and caretakers' flats, meeting/exhibition room and improved passenger waiting facilities. Office accommodation and flat now utilised as holiday lets.

Langwathby — Down platform station building, car park and approach road, privately owned by Mr. Henderson. Station building in use as a café/restaurant and shop.

Lazonby & Kirkoswald - Down platform station building and car park, privately owned by Mr. M. Bell. Station building restored and converted to offices. Station approach, owned by local Highways Authority.

Armathwaite — Down platform station building, car park and station approach, privately owned. Station building in use as a private dwelling.

7.3 Responsibilities and Contact Details

7.3.1 Network Rail

7.3.1.1 Network Rail, as the landlord, owns the stations and buildings, (except as shown above).

7.3.1.2 The entire route of the Settle-Carlisle line falls within the jurisdiction of Network Rail London North West Route under the directorship of Jo Kaye. The address for Network Rail LNW is:

Network Rail, Square One, 4 Travis St., MANCHESTER M1 2NY

7.3.1.3 Architectural and Design advice:

Senior Architect, Steve Warbis,

Network Rail, Square One, 4 Travis St., MANCHESTER M1 2NY

7.3.1.4 Town Planning legislation guidance:

Senior Town Planner, Network Rail, Square One, 4 Travis St., MANCHESTER M1 2NY

7.3.1.5 Mapping and land information:

Mapping and Land Surveying Manager, Network Rail, Square One, 4 Travis St., MANCHESTER M1 2NY

7.3.2 Train Operating Company

7.3.2.1 The Train Operating Company currently holding the Franchise to operate services between Leeds/Blackpool/ Blackburn to Hellifield and Carlisle is Northern Rail Ltd.

7.3.2.2 Administratively this operation lies with the Area Director, Richard Allan.

As Station Facility Owner, Northern Rail are responsible for the following:

- i) Operating train services
- ii) Cleaning and maintenance of the stations.

iii) Publicity

7.3.2.3 These responsibilities, at station level, are defined within a lease boundary. This area and its scope will vary from station to station. Lease area plans are available in Appendix 6.

7.3.2.4 The postal address for Northern Rail Ltd. is:

Third Floor, Aintree House,

1, York Place, LEEDS

Website: www.northernrail.org

7.3.3 The Settle-Carlisle Railway Development Company

The Development Company is responsible for promoting and supporting the scheduled services on the line and encouraging appropriate sustainable development throughout the area of the line.

The postal address is:

Town Hall, Market Place,

SETTLE, North Yorkshire, BD24 9EJ

Website: www.settle-carlisle.co.uk

7.3.4 Friends of the Settle-Carlisle Line (FoSCL)

The Friends of the Settle-Carlisle Line (FoSCL) was formed in 1981 to fight the proposed closure of the line. Following its success with the reprieve in 1989 FoSCL has grown as a subscription organisation with around 3500 members, the largest rail user group in the UK. FoSCL campaigns for the maintenance and improvement of services and facilities along the line.

The Membership Secretary's address is:

5, Dewhirst Road, Brighouse, West Yorkshire, BD17 5LX

Website: www.settle-carlisle.co.uk

7.3.5 The Settle and Carlisle Railway Trust

The Settle and Carlisle Railway Trust was formed in 1991, in response to the planned closure and subsequent reprieve of the line in 1989, to promote the preservation and restoration of structures along the line.

The Chairman is Peter Drury

7.3.6 Settle-Carlisle Enterprise Network Ltd. (formerly The Settle-Carlisle Line Business Liaison Group)

SCENE is a voluntary organisation that aims to support the Settle-Carlisle railway and appropriate developments that will benefit the economy and communities of the corridor it serves.

The postal address is:

SCENE Ltd., The Community Office, Market Place, Hawes DL8 3RA, Tel 0870 240 3966

Website: www.scrblg.co.uk

7.3.7 Railway Heritage Trust

The Railway Heritage Trust is an independent registered company limited by guarantee, funded by Network Rail and Rail

Property Ltd., whose role is to support through grants the conservation and restoration of historic railway buildings and structures. It also acts as an advisory body to those owners and other interested bodies on the conservation of the country's railway heritage.

The Executive Director is Andy Savage and the Company Secretary is Malcolm Wood.

The registered address is: 1 Eversholt Street, LONDON, NW1 2DN

Tel: 020 7904 7354 Website: <http://www.railwayheritagetrust.co.uk>

7.4 Local Authorities

7.4.1 The following list details the Local Authorities under whose jurisdiction the respective stations fall.

Armathwaite, Lazonby, Langwathby, Eden District Council

Appleby and Kirkby Stephen Mansion House,

Penrith,

Cumbria, CA11 7YG

Website: www.eden.gov.uk/eden-dc

Garsdale, Dent, Ribblesdale and Yorkshire Dales National Park Authority,

Horton-in-Ribblesdale Yoredale, Bainbridge,

Leyburn North Yorkshire DL8 3EL

Website: www.yorkshiredales.org.uk

Settle Craven District Council

1, Belle Vue Square, Broughton Road, Skipton,

North Yorkshire, BD23 1FJ

Website: www.cravencd.gov.uk

7.5 Other Useful Addresses

7.5.1 Railway Heritage Committee,

Zone 4/13, Temple Quay House,

2, The Square, Temple Quay,

BRISTOL BS1 6EB

Website: www.rhc.gov.uk

7.5.2 English Heritage,

3rd Floor, Canada House,

3, Chepstow Street,

MANCHESTER M1 5FW

Website: www.english-heritage.org.uk

7.5.3 The Victorian Society,
1, Priory Gardens
Bedford Park,
LONDON W4 1TT

Website: www.victorian-society.org.uk

7.5.4 The Twentieth Century Society,
70, Cowcross Street,
LONDON EC1M 6EJ

Website: www.c20society.org.uk

7.6 Fault Reporting Procedures

7.6.1 It is important that any faults encountered at stations should be reported as soon as possible.

7.6.2 All faults should be reported to ISS Control Centre Tel: 0118 9550193.

7.6.3 When reporting a fault, please request a fault number and record it for future reference.

FAULT

RESPONSIBILITY

Any repairs required as a result of vandalism
WITHIN TOC lease area

TOC

Roofs

Leaking

NETWORK RAIL

Slipped slates

NETWORK RAIL

Vandalism stolen slates etc

TOC

Footbridges

Interior painting TOC

Exterior painting NETWORK RAIL

Step nosings TOC

Anti-slip (if not integral part of step
and only partial repair)

TOC

Floors

Floor coverings excluding Terrazzo tiles

TOC

Terrazzo tiles

NETWORK RAIL

Lighting

Complete unit renewal NETWORK RAIL

Repair - light bulbs TOC

Repair - ballast/choke etc NETWORK RAIL

Car Parks

Surfaces NETWORK RAIL

Fencing if rotten or requires repair NETWORK RAIL

Fencing if damaged due to vandalism TOC

Platforms

Surfaces NETWORK RAIL

Fencing if rotten or requires repair NETWORK RAIL

Fencing if damaged due to vandalism TOC

Barrow Crossings

Barrow Crossing gates and faults with boards/anti-slip NETWORK RAIL

Drainage

Blocked drains, toilets & sinks TOC

Collapsed drains NETWORK RAIL

Canopy

Glazing - slipped panes, damage due to natural causes NETWORK RAIL

Glazing - vandalism TOC

Guttering - repair NETWORK RAIL

Guttering - cleaning TOC

Buildings

Guttering - repair NETWORK RAIL

Guttering - cleaning and repair due to vandalism TOC

Windows/Door frames - rotten NETWORK RAIL

Windows/Door frames - vandalism TOC

Gas Appliances

Repair & inspection TOC

Renewal NETWORK RAIL

Air Conditioning

Repair & inspection TOC

Renewal NETWORK RAIL

General

Alarm Systems - telephone number on the panel at each station along with site ID TOC

Electrical repairs TOC

7.7 Undertaking of Works at Stations

7.7.1. Strict Rules exist that govern the undertaking of any works within a station area.

7.7.2 Before any work is undertaken on a station in an area that is within the TOC Lease Area, the necessary permission must be obtained from the relevant Authority.

7.7.3. A system is already in place in respect of the FoSCL Station Representatives which allows the undertaking of minor works.

7.7.4 For details and further information contact Mrs Jackie Lawson, Arriva TN, Room M 73, Main HQ, Station Rise, York. YO1 6HT. Tel: 01904 523 089

7.7.5 No work may be undertaken that is outside the TOC Lease Area and within Railtrack property.

! please note !

All names, addresses and phone numbers are correct at time of printing although subject to change.

Damaged locks		TOC
Painting	TOC	
Lighting faults		TOC
Station Cleaning	TOC	
Overgrown Vegetation - weeds etc. in lease area	TOC	
Overgrown Vegetation - outside lease area	NETWORK RAIL	
Track Access Gates		NETWORK RAIL
Hanging flower baskets & planters		TOC
Water leaks - visible and in lease area		TOC
Pest Control - within lease area	TOC	
Telephone Faults	TOC	
CCTV Faults	TOC	
LLPA Faults	THALES	
Car Park Machines	caller must quote machine number	Settle-Carlisle Railway Dev Co

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7.7.3. A system is already in place in respect of the FoSCL Station Representatives which allows the undertaking of minor works.

7.7.4 No work may be undertaken that is outside the TOC Lease Area and within Network Rail property.

N.B.

All names, addresses and phone numbers are correct at time of updating but may be subject to change.

8. INVENTORY OF STATIONS

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8.10 Ribbleshead

8.11 Settle

8.1 Introduction

8.1.1 This section provides a station by station record of all outstanding work identified as being required to bring each one into line with the criteria of the Design Guide.

8.1.2 It is intended as a quick reference guide to enable any organisation or individual easily to identify outstanding work that they may wish to rectify.

8.1.3 The items are not listed in priority of importance.

8.1.4 It is envisaged that this section will be updated regularly as new work is undertaken or as new works are identified.

8.1.5 This section is intended purely as a record of outstanding works that relate to the Design Guide and is not a monitor of general maintenance, repair and renewal matters which are the responsibility of Network Rail, the TOC and individual owners.

8.1.6 In cases where architectural details require attention, especially on unrestored buildings, only an outline indication is provided. Exact details of particular windows or doors, for example, would need to be verified on site.

8.1.7 Each entry has a reference to the appropriate section in the Design Guide where details can be found.

8.2 Appleby

8.2.1 Up platform waiting room - Work in hand—Aug 12

8.2.2 Up platform waiting room - two single DR boards on exterior wall.

8.2.3 Up platform waiting shelter - No leaflet rack.

8.2.4 Down platform main station buildings - Posterboards cluttering exterior. Need to be relocated.

8.2.5 NR branded station name signs.

8.2.6 Milepost to paint black on white.

8.3 Armathwaite

- 8.3.1 Up platform - non-standard lighting columns on approach path. Replace with heritage columns and lanterns.
- 8.3.2 Up platform - mixture of non-standard fencing on approach path. Replace with MR pattern diagonal slatted post fencing.
- 8.3.3 Up platform - posterboards to be provided at entrance to path.
- 8.3.4 Up platform waiting room - four metal brackets beneath guttering to remove.
- 8.3.5 Up platform waiting room - guttering and RWPs uPVC. Replace with Ogee cast iron.
- 8.3.6 Down platform station buildings - extensively altered with inappropriate extensions added to north end. Many architectural features in need of replacement or restoration, including south end gable bargeboards, guttering and rwp's, chimney stacks and waiting shed screen.
- 8.3.7 Down platform - non-standard bench. Replace with MR pattern.
- 8.3.8 NR branded station in name signs.
- 8.3.9 Gradient post (Down platform) to paint black on white.

8.4 Dent

- 8.4.1 Up platform waiting room - original fitted seats removed from interior. Non-standard benches provided. Replace with original fitted seating or MR pattern benches.
- 8.4.2 Up platform waiting room - free standing leaflet rack. Replace with wall-mounted rack(s).
- 8.4.3 Up platform waiting room - bargeboards Type 4, should be Type 1. (See 1. Station Buildings—Schedule of Standard Architectural Detail.)
- 8.4.4 Up platform lighting columns – some non-standard pattern replacements.
- 8.4.5 No DR boards provided at station entrance.
- 8.4.6 NR branded station name signs.
- 8.4.7 Down platform waiting shelter - no leaflet rack.

8.4.8 Down platform shelter - Wyvern acetates to replace on glass screens and door.

8.5 Garsdale

8.5.1 Up platform - no poster board information at entrance.

8.5.2 Up and Down platform waiting shelters—fall pipes maroon, should be black.

8.5.3 Up platform - no poster board information at entrance.

8.5.4 Down platform waiting shelter — poster boards affixed to exterior wall. Relocate.

8.5.5 Down platform waiting shelter — poster boards affixed to exterior wall. Relocate.

8.5.6 No poster board information at entrance to Down platform.

8.5.7 Non-standard lighting column at entrance to Down platform. Replace with heritage pattern.

8.5.8 Up platform - 2 non-standard benches. Replace with MR pattern.

8.5.9 NR branded station name signs.

8.6 Horton-in-Ribblesdale

8.6.1 Up platform main station building – north end extension demolished. Rebuild.

8.6.2 Down platform waiting shelter – internal fixed seating removed. Restore original pattern or provide MR pattern benches.

8.6.3 Non-standard benches on platforms. Replace with MR pattern.

8.6.4 Non-standard lighting columns adjacent to foot crossing. Replace with heritage pattern.

8.6.5 NR branded station name signs.

8.6.6 Milepost to paint black on white

8.7 Kirkby Stephen

- 8.7.1 Non-standard lighting columns on footpath from lower car park to Up platform. Replace with heritage pattern.
- 8.7.2 Non-standard post and wire fence on footpath from lower car park Up platform. Replace with MR pattern diagonal slatted timber post fencing.
- 8.7.3 Information poster boards required at station entrance to Up platform side.
- 8.7.4 Information poster boards required at footpath entrance to Down platform.
- 8.7.5 Some non-standard benches on both platforms. Replace with MR pattern.
- 8.7.6 NR branded station name signs.

8.8 Langwathby

- 8.8.1 Up platform waiting shelter — non-standard colours. Repaint.
- 8.8.2 Down platform station building — non-standard application of colours eg doors and rwps.
- 8.8.3 Down platform shelter - Wyvern acetates to replace on glass screen and door.
- 8.8.4 Up and Down platform waiting shelters — no leaflet racks or noticeboards.
- 8.8.5 Information posterboards required at entrance to Up platform.
- 8.8.6 Information poster boards required at entrance to Down platform.
- 8.8.7 Up platform - 2 non-standard benches. Replace with MR pattern.
- 8.8.8 NR branded station name signs.

8.9 Lazonby and Kirkoswald

- 8.9.1 Up platform waiting shelter – non-standard uPVC guttering and rwp's. Replace with Ogee pattern cast iron goods.
- 8.9.2 Up platform waiting shelter – two windows at north end boarded up. Remove and restore to original pattern as necessary.
- 8.9.3 Up platform waiting shelter – general exterior tidying up required – remove old sign bracket, old flower display holders, DR boards on door at north end and exterior and tidy up water conservation pipe from downpipe.
- 8.9.4 Up platform waiting shelter - original internal seating removed. Restore to original pattern or provide MR pattern benches.

8.9.5 Up platform waiting shelter — no leaflet rack or noticeboard.

8.9.6 Down platform building— heritage lantern and bracket at rh (north) bay missing. Replace.

8.9.7 Down platform – fencing to north end—unsightly ducting affixed to top of MR pattern fencing. Remove.

8.9.8 Information poster boards required at entrance to Up platform and station approach.

8.9.9 Non-standard lighting column on approach path to Up platform. Replace with heritage pattern.

8.9.10 Information poster boards required at approach road.

8.9.11 Some non-standard benches on Down platform. Replace with MR pattern.

8.9.12 NR branded station name signs.

8.10 Ribbleshead

8.10.1 Information posterboard required at entrance to station approach.

8.10.2 Some non-standard benches. Replace with MR pattern.

8.10.3 NR branded station name signs.

8.11 Settle

8.11.1 Unsightly location of telephone help-line on extension wall of ticket office.

8.11.2 Poster boards affixed to exterior wall of station building.

8.11.3 Lack of 4 poster boards on Up platform.

8.11.4 Some non-standard benches on both platforms. Replace with MR pattern.

8.11.5 RRNE branded station name signs.

8.11.6 Milepost to be repainted black on white.

6.11.7 Up platform waiting shelter – non-standard uPVC guttering and rwp's. Replace with Ogee pattern cast iron goods.