

RAILWAY STATION LAYOUT : DESIGN OF ACCESS TO
MAXIMISE PASSENGER DEMAND FROM THE CATCHMENT AREA

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Railways grew up in circumstances where in some countries the only competitors were parallel railways and in other countries there were no significant competitors.

By and large railway grew in a sellers' market. Hence railway stations tended to be located and designed for architectural splendour, for train operating conveniences and for ease of management. Most railway now live in buyers' markets. Some have taken the lesson and are trying to make stations accessible and attractive, though often with deeply encrusted conservatism. Indian railways (unlike Sri Lanka's Railway) still live largely in a sellers' market, but this may not be the case for ever. Hence Indian Railways must beware and adapt their stations to attract custom.

Two classic examples of combined sellers market syndrome and monument syndrome were at Buffalo and Auckland. In both cases downtown facilities were abandoned in favour of grandiose stations outside the fringe of the central business district. Buffalo has completely lost its local trains (and long-haul trains use another facility) whereas Auckland is presently studying how to get back to the centre with meagre resources without losing face. Bangalore is a newly fashioned monument, which could have been better designed. The paper illustrates and discusses many other world-wide stations.