

Station Travel Plan - Selby

Introduction

What is a Station Travel Plan? The Department for Transport defines a Station Travel Plan as: “A strategy for managing the travel generated by your organisation, with the aim of reducing its environmental impact, typically involving support for walking, cycling, public transport and car sharing”.

TransPennine Express maintains Station Travel Plans for all 19 stations where they are currently the Station Facility Owner (SFO).

Why Develop a Station Travel Plan?

Up until March 2020 demand for rail continued to grow, with more and more people choosing to travel by rail each year. It is predicted that, post the COVID-19 pandemic, within the next 30 years demand for rail will more than double from pre-March 2020 levels.

TransPennine Express is at the heart of this growth, with double digit percentage growth in passenger journeys year on year historically and a doubling of customer numbers since the franchise was established in 2004. With growth of this magnitude, it is important that alongside investing in new trains, operating more services and enhancing the customer experience, we are considerate of how customers travel to and from the station to access the railway network.

Against the landscape of a changing culture towards private transport, with many millennials choosing not to own a car, and instead adopt solutions such as Uber, dockless bike hire and car sharing schemes, a Station Travel Plan allows operators to identify the developments which are required to keep pace with society. It also allows us to identify key areas of change, with the evident shift from internal combustion to electric cars and hybrids, we are able to set out plans for providing the infrastructure to support this shift.

We will use the Station Travel Plan as a tool to identify and document opportunities to improve intermodal access and promote sustainable travel, informed by data from the National Rail Passenger Survey and our own shadow survey, from which we can evaluate customer satisfaction with our developments as we strive to offer a seamless and sustainable solution for all customers door to door journeys, paying particular attention to the scores for:

- Connections with other forms of transport
- Car parking
- Cycle Parking
- Method of transport used to access the station

Process

The development of our Station Travel Plans is led by TransPennine Express, with a commitment to produce and maintain Station Travel Plans for each of the 19 stations which the franchise manages. The Accessibility & Integration Manager is responsible for the production and upkeep of the Station Travel Plans and will involve and consult with relevant Stakeholders at each stage of the production of the plan. This group is likely to be comprised of representatives from the Local Authority, user groups, Community Rail Partnerships, TOCs and other transport operators.

The following process will be undertaken in the production and revision of the plan:

Step 1: Site Audit

A tour of the station and surrounding area will be carried out to gain an understanding of the existing facilities. There will be fact-finding visits, followed up by an accompanied visit with stakeholders to confirm details. This will form a base upon which any improvements will be measured. For the 2020/21 plan, this has been done in compliance with Government guidance on social distancing at the time of this update being made.

Step 2: Analysis

- Review of the latest NRPS data with interrogation of statistics for 'Connections with other forms of public transport' and 'Facilities for car parking'.
- Review of the latest Shadow NRPS data with interrogation of statistics for 'Connections with other forms of public transport' and 'Facilities for car parking'.
- Review of Customer Relations data to identify any trends with regards station access.
- Review of commercial data for car parking, sales of multi-modal tickets (where available)

Step 3: Aims, Objectives and Targets SMART objectives will be determined and agreed with the aim of delivering improvements based upon the findings of the analysis and site audit.

Step 4: Action Planning Specific tasks and timescales will be applied in order to achieve the agreed objectives.

Step 5: Implementation and Delivery - The action plan will be implemented within the specified timescales. Where required, funding will be sought from all available sources. Where actions are aligned to other business plan actions, the requirements may be combined to deliver efficiencies.

Step 6: Monitoring and Refinement - The actions will be frequently reviewed against target to ensure that progress is being made. The Station Travel Plans will be reviewed and updated annually to ensure they are relevant and continue to drive improvement.

Stakeholders (general)

Transport for the North works with the Department for Transport, Local Authorities and other bodies to specify and deliver high-quality rail services across the north of England, including being involved in the specification and management of the Northern and TransPennine Express franchises. TfN's Long-Term Rail Strategy for the North of England (2015) concentrates on four main areas:

- *Better Connectivity, with targeted improvements to journey times, service frequencies and improved connections to make end-to-end journey times quicker.*
- *A more coherent and user-friendly network: a network with the visible coherence of the London Underground delivered over the North's wide geography. This will need defined categories of train services as well as planning the North's many routes to operate together as a single whole with a single simplified fares structure.*
- *Increased capacity, both on-train so that passengers do not experience excessive overcrowding and on-track so additional demand for economically worthwhile passenger and freight movements can be accommodated.*
- *Cost effectiveness. As use of the North's rail services grows, running costs per passenger and tonne of freight carried need to fall. The key to achieving this is investment*

Rail Delivery Group - set up after privatisation in 1993, the Association of Train Operating Companies (ATOC) brings together all train companies to preserve and enhance the benefits for passengers of Britain's national rail network. The change to the Rail Delivery Group (RDG) brought with it a new mission statement: *"Enabling rail companies to succeed by delivering a successful railway"*

The RDG defines their purpose as to enable passenger and freight operators and Network Rail to succeed by delivering better services for their customers. This ultimately benefits taxpayers and the economy. Their work is focused on four transformational portfolios:

- *Today's railway - improving punctuality, reliability and value for money*
- *Customer experience - modernising ticketing and improving door-to-door journeys*
- *Industry reform - improving industry structures to enable excellence*
- *Tomorrow's railway - better planning for the railway's future*

Source: www.raildeliverygroup.com/about-us

Sustrans - are a national charity helping to make travel by foot, bike or public transport more popular for everyday journeys. They work across communities, with policymakers and other organisations to help people choose healthier, cleaner and cheaper journeys, contributing to better places and spaces to move through and live in. Their vision is that by 2020 80% of local journeys will be made by bike, foot or public transport, double the current figure of 40%. Improving the accessibility of TPE's railway stations can clearly help reduce the need to travel by car and increase the proportion of journeys undertaken using more sustainable modes. Sustrans works to develop the National Cycle Network, which is a series of safe, traffic-free paths and quiet on-road cycling and walking routes that connect to every major town and city. The Network passes within a mile of half of all UK homes and now stretches over 14,000 miles across the length and breadth of the UK.

Source: www.sustrans.org.uk

Stakeholders (specific)

Local Authority

Selby District Council

Selby District Council is the local government district of North Yorkshire with responsibility for Selby, however transport in the Selby district is managed by North Yorkshire County Council.

Selby Council and North Yorkshire County Council have collaborated on a masterplan scheme that will have a huge impact upon the station, the 7 outcomes are below

- Creating a new station frontage plus a pedestrian entrance direct to platform 2 from the east
- Creating a new public space outside the station
- A brand new walking and cycling route through Selby Park to better link the station with the Abbey and town centre
- A new route underneath Park Street bridge to link with Portholme Road (to avoid the current steep stairways)
- Remodelling the bus station and improving facilities for bus and rail passengers, with better links between buses and trains
- Opening up new station car parking
- Potential new development sites near the station

County Council

North Yorkshire County Council

North Yorkshire County Council covers the 7 districts of Selby, Borough of Harrogate, Craven, Richmondshire, Hambleton, Ryedale and the Borough of Scarborough.

In April 2016, North Yorkshire County Council published its Local Transport Plan Four (LTP4) which sets out their plans and strategies for maintaining and improving all aspects of the local transport system for the next 30 years. Within the LTP4 is their vision for the future:

“Our vision is that we want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work and visit”

From this vision, and following consultation with local residents, businesses, stakeholders and partner organisations, five objectives were identified. These are:

- **Economic Growth**

Contributing to economic growth by delivering reliable and efficient transport networks and services

- **Road Safety**

Improving road and transport safety

- **Access to Services**

Improving equality of opportunity by facilitating access to services

- **Environment and Climate Change**

Managing the adverse impact of transport on the environment

- **Healthier Travel**

Promoting healthier travel opportunities

Within LTP4, there is also reference to an ambition for:

- Access to high speed rail where 85% of North Yorkshires population can get to a HS2 hub (York, Leeds, Darlington) within 40 minutes
- 75% of the population to access a conventional railway station within 20 minutes

Rail User Group (RUG)

Selby & District Rail User Group

<https://selbytowncouncil.gov.uk/your-town/rail-users-group/>

Local Area

Station Details

Station - Selby Railway Station, Station Road, Selby, North Yorkshire, YO8 0NW.

Station Manager - Daniel Fox, Group Station Manager (Humber).

Local Authority – Selby District Council

Train Services

Selby is one of the key calling points on the main line between Leeds and Hull, with frequent connection through to Leeds, York, Manchester, and south to London.

Timetables can be found at www.tpexpress.co.uk/travel-updates/timetables

Located to the South of York, on the banks of the river Ouse, Selby is a large town with a population of around 15,000. There are plans to increase this population as the council recognise the positioning of the town in relation to both Leeds and York, and its growing popularity as a commuter town. There are also opportunities to develop the commercial potential of the town, developing new sites to complement the existing tourist industry.

Useful Links

Station Facilities Information

www.tpexpress.co.uk/travelling-with-us/station-information/selby

Station Footfall Statistics

<https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>

Cycling

National Cycle Routes

Overview

National Cycling Route 65

National Route 65 of the National Cycle Network runs from Hornsea to Middlesbrough and also forms a part of the Trans Pennine Trail (east) cycle route between Selby and Hornsea. The route is fully open and signed.

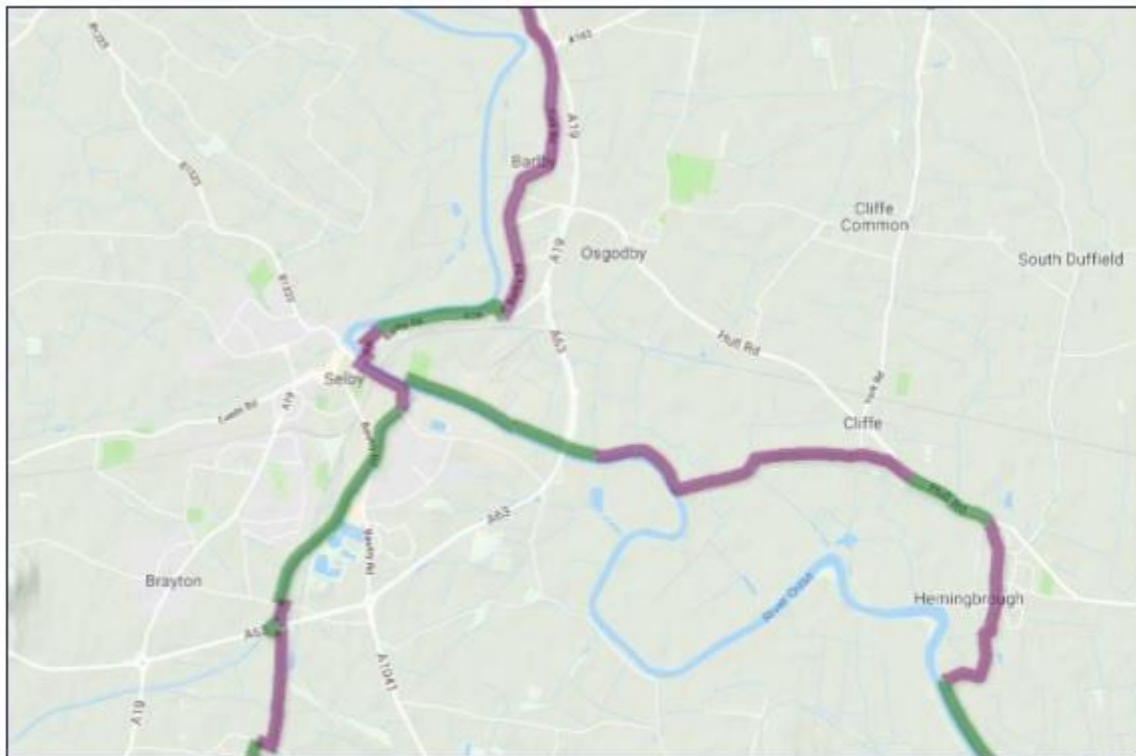
National Cycling Route 62

National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

Section 3. Stockport to Selby

Continuing from Stockport on a mixture of traffic-free and on-road routes, National Route 62 opens out from Hadfield onto a traffic-free path through the northern Peak District, heading up the Longdendale valley via the Longdendale Trail to Woodhead and on to Doncaster, almost entirely traffic-free. The route then continues to Selby on a mixture of traffic-free sections and minor roads.

Cycle Routes



- Traffic Free Route (National Cycling Network)
- - - Traffic Free Route (Not on the National Cycling Network)
- On Road Route (National Cycling Network)
- - - On Road Route (Not on the National Cycling Network)

Source: www.sustrans.org.uk/hcn/route

Useful Links:

Sustrans - www.sustrans.org.uk

The charity that makes it easier for people to walk and cycle.

Cycling UK - www.cyclinguk.org

National cycling campaign group offering advice to cyclists of all abilities.

Cycling

Local Cycle Routes

Overview

There are no marked cycle routes in the vicinity of the station, however it would be easy to access the station using route 65, just a short distance from the station via Station Road.

Longer term, as part of any developments around the station, it would be positive to provide cycling links to the town centre to offer better links to the residential and commercial areas of the town.

Local Cycle Routes



Useful Links

Selby District Council

<https://www.selby.gov.uk/cycling-selby-district>

Information about cycling and walking within the East Riding of Yorkshire

Cycling

Cycle Parking

Overview

As part of TransPennine Express' franchise agreement, Selby benefitted from brand new cycle parking facilities, installed in early 2018, supported by North Yorkshire County Council and Selby District Council.

The new facilities located next to the station entrance prioritises cycle parking over car parking and offer high quality facilities for cyclists.

This new facility has yet to see high levels of use, however the quantity was provided in anticipation of the housing developments currently under construction and the establishment of Selby as a key

commuter belt for Leeds and Hull. It was also as recognition of the parking issues at the station and offers an alternative above the well-used existing cycle parking facilities at the station.

Station Entrance



Spaces	72
Type	Two Tier
Security	Covered by CCTV
Weather Protection	Canopy
Utilisation	Low

Platform 1



Spaces	80
Type	Sheffield Stands
Security	Covered by CCTV
Weather Protection	Station canopy
Utilisation	High

Walking

Pedestrian Access

Overview

Immediately surrounding the station, walking routes are not clear. Dropped kerbs are provided for pedestrians to cross to the opposite side of the carriageway, however many walks on the station side of the road, with the footpath finishing just beyond the out of hours entrance to the station. This causes many to walk in the carriageway and drift to the pavement of the other side or walk along the car line to the car park.

There is wayfinding signage outside the station, directing to key landmarks within the town centre. Whilst being well positioned, this signage needs repair.

As pedestrians' approach Bawtry Road, they are faced with a choice of routes. There are steps to either side of the road bridge, however these are steep and uneven, and do not have well positioned handrails or defined step edges, making them difficult to use for older or disabled customers. The alternative route is to walk and cross at the junction of Station Road, Bawtry Road and Park Street, however traffic levels make this very difficult. For pedestrians walking into the town centre, the best

Bus Stands



Useful Links

National Rail Enquiries - <http://www.nationalrail.co.uk/posters/SBY.pdf>

Onward travel posters are available for the majority of UK railway stations with local bus service information. These can be found online or displayed at the station entrance

PlusBus

www.plusbus.info

Offering discounted city centre bus travel when purchased with a rail ticket.

Traveline

www.traveline.info 08712002233

Providing information about local bus services.

NextBuses

www.nextbuses.mobi

A web or app-based service which can help you to Find the bus times for your stop. Simply search for a bus stop by entering a postcode, street & town or a stop name & town.

Road Access

Major Road Network

Overview

Selby is well connected by road, with a number of major A roads heading in all directions, linking up with key motorway links in the region. The A19 is the main North/South route, intersected by the A63 which runs West to East from the M1 and A1M, which opens up further journey opportunities.

The key link in the area is the M62, which is well established as the main East/West corridor for the North of England, connecting Hull with Liverpool via Leeds and Manchester.

Road Network Map

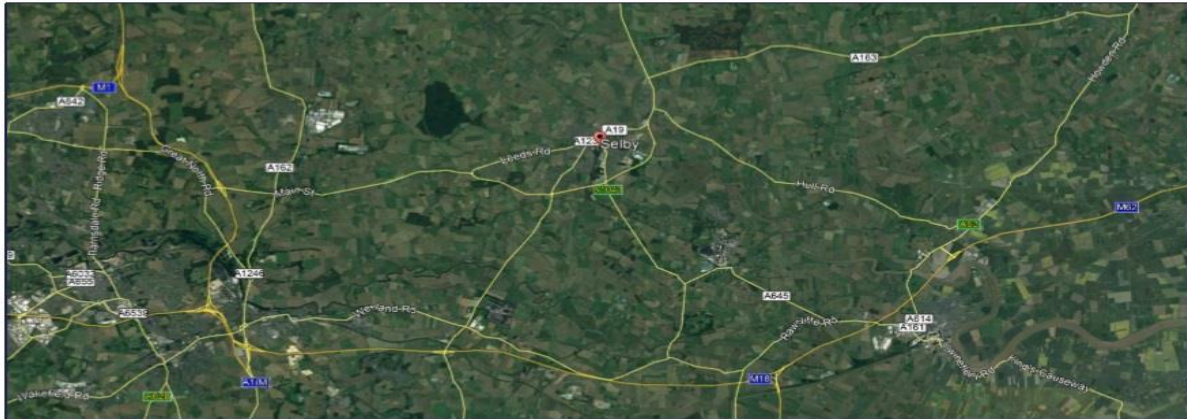


Image Source: Google Earth

Road Access

Local Road Network

Overview

The A63 essentially forms a bypass for Selby, enabling drivers to circumnavigate the town centre. For many, depending upon their destination, even from the north side of the town, faster journey times can be achieved by using this external route, which is less congested, and doesn't experience level crossing.

Road Network Map



Image Source: Google Earth

Road Access

Immediate Road Network

Overview

The junction of Station Road, Bawtry Road and Park Street at the end of the bridge is a known trouble spot within the town. The tight turns and traffic volumes create issues, compounded by the volume of buses using the junction.

At the front of the station, the narrow road, often narrowed further by parked cars can cause congestion, especially around train departure and arrival times with the 'kiss and ride' approach being taken by many.

Road network serving the station



Road Access

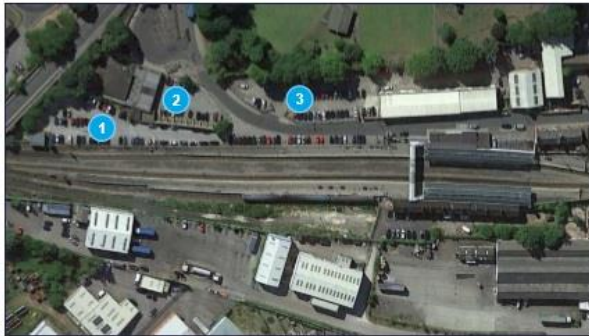
Car Parking

Overview

Car parking provision at Selby station is quite high, however demand continually outstrips capacity, TransPennine Express have looked for suitable locations to provide additional car parking at the station, making use of redundant land behind platform 2 and 3, however this has not returned any opportunities, but more options are being explored with key partners.

The station car park is split into a number of sections, with the bulk located to the far end of Platform 1. A section then runs between the platform and the road, with direct access to each space from the roadway, and a further section is located outside the social club, known as the 'club' car park.

Car Parking Locations



- 1 **Station Car Park**
Managed by APCOA on behalf of TransPennine Express
- 2 **Station 'Club' Car Park**
Managed by APCOA on behalf of TransPennine Express
- 3 **Station Road Car Park**
Managed by Minster Baywatch

Station Car Parks



Standard Bays
Blue Badge
Premium
Car Share
EV Charging
Total
Motorcycle

141 Car parking charges apply at all station car parks managed by TransPennine Express. Prices vary by location.
7
0
0
0
148
4

Blue Badge holders benefit from free parking, with all car parks managed by TransPennine Express achieving the British Parking Association Disabled Parking Accreditation with a minimum of 5% of all parking dedicated to Blue Badge spaces.

Road Access

Taxis

Overview

There is a taxi waiting area at the front of the station, with capacity for three taxis.

There is also a private hire taxi office based at the station.

Private Hire

The principal minicab operators in the area are:

Station & Selby Taxis - 01757 702 567

Selby Cabs - 07826 559 373

21 Taxis - 01757 212121

Inclusion of these details doesn't represent endorsement of these firms

Accessibility

Selby station does not have step free access, customers have to make use of a barrow crossing to reach platform 2 if step free access is required, therefore the station is only classified as step free in staffed hours, please book passenger assistance if this is required. Network Rail are set to install lifts to all platforms at this station to rectify this situation. The station has accessible parking bays with dropped kerbs giving access to the station. Help points are located on platforms where you will also find tactile paving denoting the platform edges. There are clear audible announcements informing customers of incoming services and there are strategically placed customer information screens.

There are customer toilets and accessible toilet facility's at this station.

Customer Analysis

National Rail Passenger Survey

The COVID-19 pandemic and subsequent UK Government enforced lockdowns or Tiered system have had a seismic impact upon the railway with passenger safety being of paramount importance.

Throughout the last year, TransPennine Express have continued to run timetables that reflect demand to ensure that customers can still safely travel in accordance with Government guidance at that time.

As a result of the pandemic, passenger numbers and the need to social distance at all times have seen demand for rail travel reduce to as low as 5% of normal demand. In response to this, the planned National Rail Passenger Surveys (NRPS) and shadow NRPS surveys have not, understandably, been able to take place. Therefore, the information displayed in this Station Travel Plan is the most up to date NRPS and shadow NRPS data available.

With the majority of the country working from home if they can, there has been a noticeable reduction in usage of both car parking and cycle storage facilities across the network however this has directly correlated to the reduction in passenger numbers.

As restrictions ease at some point during 2021 as expected, we envisage an uplift in demand for rail travel with this having a subsequent impact upon passengers making use of the cycle storage facilities and car parking at the station.

Connections with other forms of transport

	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018	Autumn 2018	Spring 2019	Autumn 2019	Spring 2020
Transpennine Express	78%	79%	77%	83%	78%	80%	79%	76%
Long Distance	80%	81%	81%	83%	82%	81%	81%	82%
Variance	-2%	-2%	-4%	0%	-4%	-1%	-2%	-6%
Industry	76%	79%	78%	78%	78%	80%	79%	80%
Variance	2%	0%	-1%	5%	0%	0%	0%	-4%

Facilities for car parking

	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018	Autumn 2018	Spring 2019	Autumn 2019	Spring 2020
Transpennine Express	51%	48%	40%	50%	50%	50%	49%	45%
Long Distance	61%	62%	58%	61%	59%	55%	55%	59%
Variance	-10%	-14%	-18%	-11%	-9%	-5%	-6%	-14%
Industry	50%	50%	50%	48%	50%	60%	49%	49%
Variance	1%	-2%	-10%	2%	0%	-10%	0%	-4%

Facilities for bicycle parking

	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018	Autumn 2018	Spring 2019	Autumn 2019	Spring 2020
Transpennine Express	62%	63%	67%	65%	61%	62%	60%	59%
Long Distance	70%	71%	71%	71%	69%	67%	68%	68%
Variance	-8%	-8%	-4%	-6%	-8%	-5%	-8%	-9%
Industry	59%	64%	61%	61%	61%	62%	60%	61%
Variance	3%	-1%	6%	4%	0%	0%	0%	-2%

The National Rail Passenger Survey (NRPS) is conducted twice per year, surveying customers opinions of trains, stations, and services. The scores presented relate to all TPE managed stations. They are not provided per station due to the small sample sizes, and erratic scores which would result. NRPS is currently suspended due to the COVID-19 pandemic.

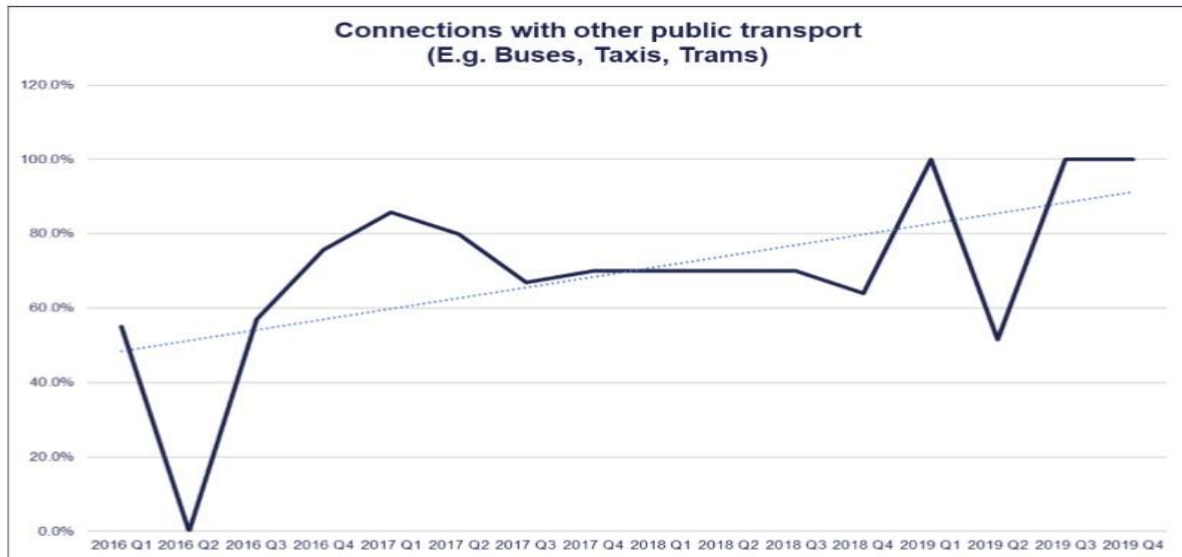
For Connections with other forms of public transport, e.g. bus, taxi etc. TPE scores are strong, meeting the industry average. They fall below other long-distance operators scores; however, this is due to the size and position of the stations which are managed.

Facilities for car parking are a known issue to TPE, with capacity being a major constraint. It is for this reason our focus is to provide alternative means of accessing stations, e.g. cycling.

Scores for cycle parking are disappointing given the significant investment which has been made in recent years to improve these facilities.

Customer Analysis

Shadow National Rail Passenger Survey

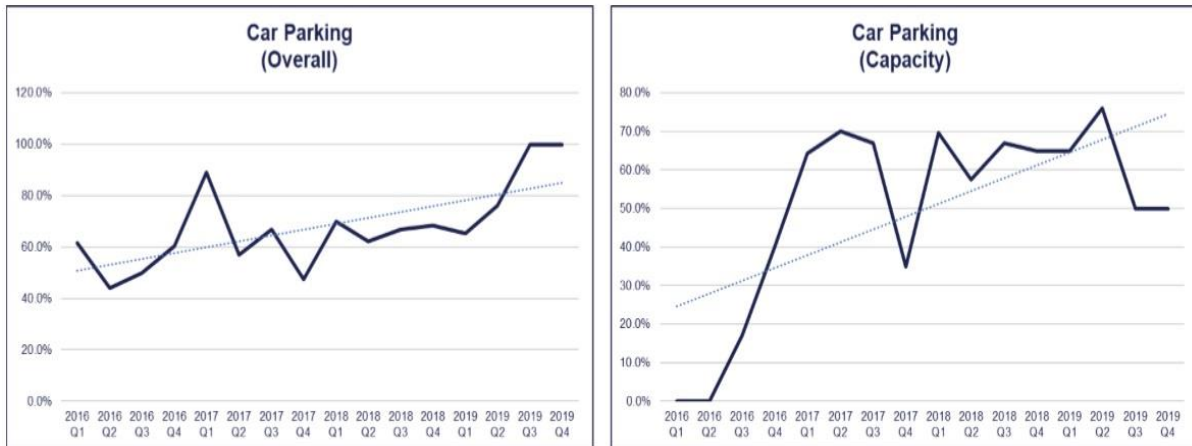


Selby railway station is well connected with public transport, with the bus station just a short walk away on station road and a taxi office at the station.

Despite this, the scores are somewhat erratic for this measure, likely due to the small sample sizes.

Customer Analysis

Shadow National Rail Passenger Survey



Selby railway station benefits from a large car park, with additional car parking available close by, however, due to the strong connections from the town to Leeds and York, demand outstrips capacity, and any customers arriving after the morning peak are unlikely to find a space, causing dissatisfaction amongst the off peak/leisure market.

Opportunities for additional parking continue to be explored.

Customer Analysis

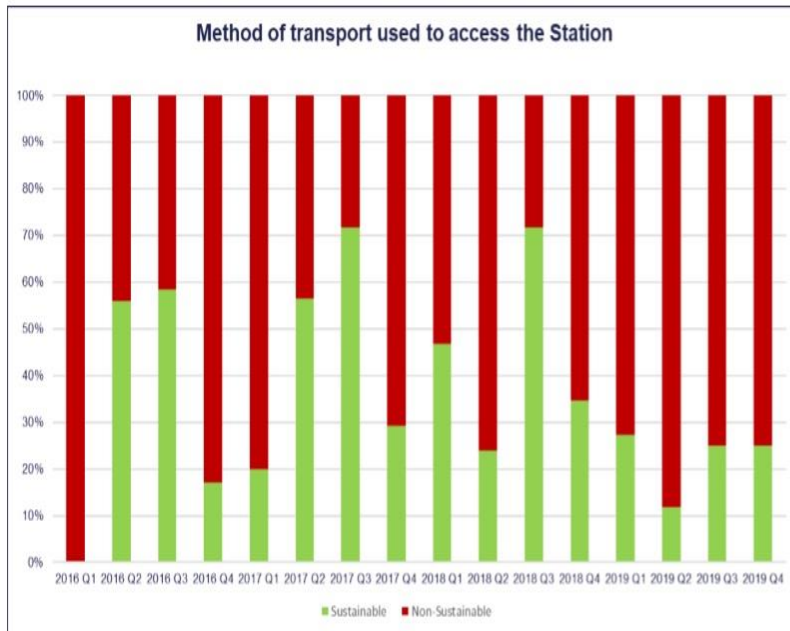
Shadow National Rail Passenger Survey



Selby is popular with cyclists, with the cycle racks provided at the station often seeing high capacity. In light of this, capacity was more than doubled in early 2018, so it is pleasing to see high scores for this measure.

Customer Analysis

Shadow National Rail Passenger Survey



This graph assesses the balance of the methods used to access the station.

Sustainable	Non-Sustainable
On Foot / Walked	Motorbike
Bicycle (Parked at or near Station)	Taxi
Bicycle (Taken onto Train)	Car Parked at or near Station
Bus/Coach	Car – Dropped off
Tram/Light Rail	
Underground Train	
Overground (National Rail) Train	

There are evident peaks and troughs in the methods used to access the station, with great disparities which can again be attributed to the small sample size used.

It is expected that as a town centre station, a good mix of modes should be utilised.

Evaluation

Summary of findings

A bid to the Transforming Cities Fund has the potential to completely redevelop the area surrounding Selby station. In anticipation, works are already underway seeking to open up the south side of the station, providing pedestrian and cycle access to Cowie Drive from platform 2 and 3. This may also link up with opportunities for additional car parking at this side of the station, ideally placed for commuters heading towards Leeds.

The legacy issue at Selby station is the barrow crossing, and lack of step free access. This is being addressed with funding for lifts confirmed during Network Rail Control period 6. Work is already underway to design the lifts, with installation set to take place between 2020 and 2024.

The ambitions for the station and its facilities are well aligned to the wider aspirations for Selby to be established as a key commuter hub with access to Leeds, York, Hull and even London. Through constant engagement with the council, any works carried out at the station will complement, and not contradict their developments.

Delivery

Objectives, Targets & Actions

Objectives

- Encourage travel to/from our stations by sustainable methods
- Increase awareness of the facilities which are available at our stations and in the surrounding area to support travel by sustainable modes
- Make improvements to the facilities at our stations to support travel by sustainable modes to provide a consistent standard across all TPE stations, adopting industry best practice where possible
- Implement innovative solutions to enhance the experience of travelling to/from our stations by sustainable methods
- Work alongside the TPE accessibility panel to regularly review and amend the accessibility features at the station ensuring a consistent standard across the TPE stations portfolio
- Regularly monitor and evaluate travel patterns to/from our stations to gain an accurate representation of modal share and use these results to set appropriate targets and monitor the effectiveness of the work being undertaken to encourage travel by sustainable methods.

Targets

- Year-on-Year percentage increase for modal share by sustainable methods

Actions

The actions set out in this Station Travel Plan complement or are in addition to the 400 Franchise Commitments which TransPennine Express set out to deliver within a seven year franchise period (prior to the EMA and ERMA), each of which is designed to revolutionise the train service and improve the customer experience for rail users across the North. Note that at the time of writing that franchise is currently suspended with services being delivered through an Emergency Recovery Measures Agreement for TransPennine Express between FirstGroup and the Department for Transport.

A number of these commitments have already been delivered and are already having a positive effect. Full details of all of the franchise commitments can be found on the Department for Transport website via the following link:

<https://www.gov.uk/government/publications/transpennine-express-2016-rail-franchise-agreement>

Minor Works schemes are developed on an annual basis by TransPennine Express, which seek to address small to medium scale accessibility issues at our stations, such as installing handrails and height adjustable booking office counters. The specific works for this station are not referenced in this document but are available on request by contacting the Accessibility & Integration Manager.

Each action set out in this plan has been written to be SMART: Specific, Measurable, Attainable, Realistic and Time-bound.

Delivery Action Plan

Theme	Description	Impact	Funding Source	Deadline	Risk	Priority	Update
Accessibility	Pursue all opportunities to see lifts installed at the station to improve accessibility	High	TBD	Ongoing	None	High	Access for All Funding awarded. Selby will receive lifts during CP6.
Planning	Engage with the council on the delivery of the station masterplan	High	Council	Aspiration set by Council	None	High	Engagement continues.
Car Parking	Explore opportunities to provide additional car park capacity through expansion of the current car park, or provision of a new car park close to the station.	High	TBD	March 2022	Increased road usage around the station	High	Opportunities for additional car parking continue to be explored.
Road Access	Work with the council to look at opportunities to change the surrounding road network serving the station to ease the flow of traffic.	Medium	Council	In line with car park developments	Resistance from residents	Medium	Engagement continues.
Walking	Work with the council to introduce a pedestrian crossing at station entrance to encourage use of the pavements when leaving the station	Low	Council	In line with delivery of Masterplan	None	Low	Engagement continues. This requirement is a consideration of the station masterplan.
Walking	Look to introduce a defined walking route to the station car park, reducing the number of customers walking in the carriageway.	Low	TBD	In line with car park developments	None	Medium	Opportunities explored but are not possible.

Walking	Request that the council update the pedestrian wayfinding signage at the station. This may be done as part of the station masterplan and resulting changes to the town centre.	Low	Council	In line with delivery of Masterplan	None	Low	Engagement continues. This requirement is a consideration of the station masterplan.
Walking	Explore opportunities to introduce a safer walking route to Park Street, removing the need to use the steps or cross at the junction of Station Road and Bawtry Road.	Low	TBD	In line with car park developments	Access issues onto Park Street	Medium	Engagement continues. This requirement is a consideration of the station masterplan.
Cycling	Promote the new cycle parking facilities at the station to encourage further uptake of sustainable modes for accessing the station.	Low	TPE	Ongoing	None	High	New cycle parking is in place with clear signage applied.
Accessibility	Work closely with the TransPennine Accessibility customer panel on to review and recommend accessibility upgrades for the station that will assist with autonomous travel	Medium	Minor works-innovation fund	June 2022	There are no risks associated with this project	Medium	TransPennine Express convene with the accessibility panel on a quarterly basis
Cycling	Work alongside Selby Council supporting the introduction of improved cycle access to the station that will in turn increase use of the cycle parking facility's at the station	Medium	There is no funding assigned to this project	12 months	There are no risks assigned to this project	Medium	
Transport	Work with the local Council and buss operators on the relocation of the	Medium	There is no funding assigned to this project	12 months	There are no risks assigned to this project	Medium	

	buss interchange to ensure that buss services link in with rail arrivals and departures						
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