

Station Travel Plan Barnetby

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TransPennine Express Station Travel Plans are produced in line with guidance issued by Rail Delivery Group (RDG) formerly the Association of Train Operators (ATOC).

Process



All information contained within the Station Travel Plan is correct as of the date of publishing.

Stakeholders



Station Travel Plans will be updated and republished on the anniversary of the publishing date.

Use the **Dark Blue** arrows to navigate to each section of the document.

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Introduction

What is a Station Travel Plan?

The Department for Transport defines as 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?

Demand for rail continues to grow, with more and more people choosing to travel by rail each year. It is predicted that within the next 30 years demand for rail will more than double. TransPennine Express is at the heart of this growth, with double digit percentage growth in passenger journeys year on year, with 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 Transport 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 a number of 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.

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

Transport for the North works with the Department for Transport, Local Transport 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 needs 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. A recent change to Rail Delivery Group brings with it a new mission statement:

"Enabling rail companies to succeed by delivering a successful railway"

The purpose of the Rail Delivery Group (RDG) is 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.atoc.org/about-atoc

Source: www.raildeliverygroup.com/about-us

Sustrans

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 policy-makers 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 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.

Stakeholders

Specific

Local Authority

North Lincolnshire Council

North Lincolnshire has produced a Local Transport Plan, and within this has set out a 15-year Transport Strategy based on the following long-term vision for 2026:

“A well maintained transport system that supports sustainable communities within a safe and prosperous environment and which contributes to the wider environmental, economic and social wellbeing of the people who live and work in North Lincolnshire”.

From 2015 to 2019, a total of £14.8M will be spent across the Humber region, on four major schemes:

- A1079 Holme Roundabout (East Riding of Yorkshire)
- Bridlington Integrated Transport Plan Phase 2 (East Riding of Yorkshire)
- Cleethorpes Flyover (North East Lincolnshire)
- Gauge Enhancements - Immingham to Doncaster (North Lincolnshire)

Rail User Groups (RUGs)

North Notts and Lincs CRP

Friends of the Brigg & Lincoln Lines

Local Area

Station Details

Station

Barnetby Railway Station
Kings Road
Barnetby
DN38 6DG

Station Manager

Daniel Fox
Group Station Manager (Humber)

Local Authority

North Lincolnshire Council

Train Services

Barnetby is situated on the main rail route between Doncaster and Cleethorpes, with direct services to Grimsby, Sheffield, Manchester and Manchester Airport.

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

Barnetby le Wold is a small village in North Lincolnshire with a population of around 1700 people. The railway station acts as a hub for the village, providing links to Cleethorpes and Grimsby to the east, and Scunthorpe and Doncaster to the west, as well as Lincoln and Barton. It also provides a convenient link to Humberside International Airport just a few miles from the station.

The railway station is particularly popular with rail enthusiasts due to the amount of freight trains which can be seen running to and from Immingham.

Useful Links

Key Local Attractions and Events
www.tpexpress.co.uk/explore-the-north-and-scotland/destinations/barnetby

Station Facilities Information
www.tpexpress.co.uk/travelling-with-us/station-information/barnetby

Station Footfall Statistics
www.orr.gov.uk/statistics/published-stats/station-usage-estimates

Cycling

National Cycle Routes

Overview

National Cycling Route 1

This route runs the length of the UK from Dover to the Shetland Islands via the east coast of England and Scotland. Covering a distance of 1695 miles, made up of a mixture of on road and traffic free sections, this also forms part of the Euro-Velo 12 route which runs through Norway and Holland.

The route is split into 12 sections, with section 4 being the closest to Barnetby.

Section 4 – Hull to Fakenham

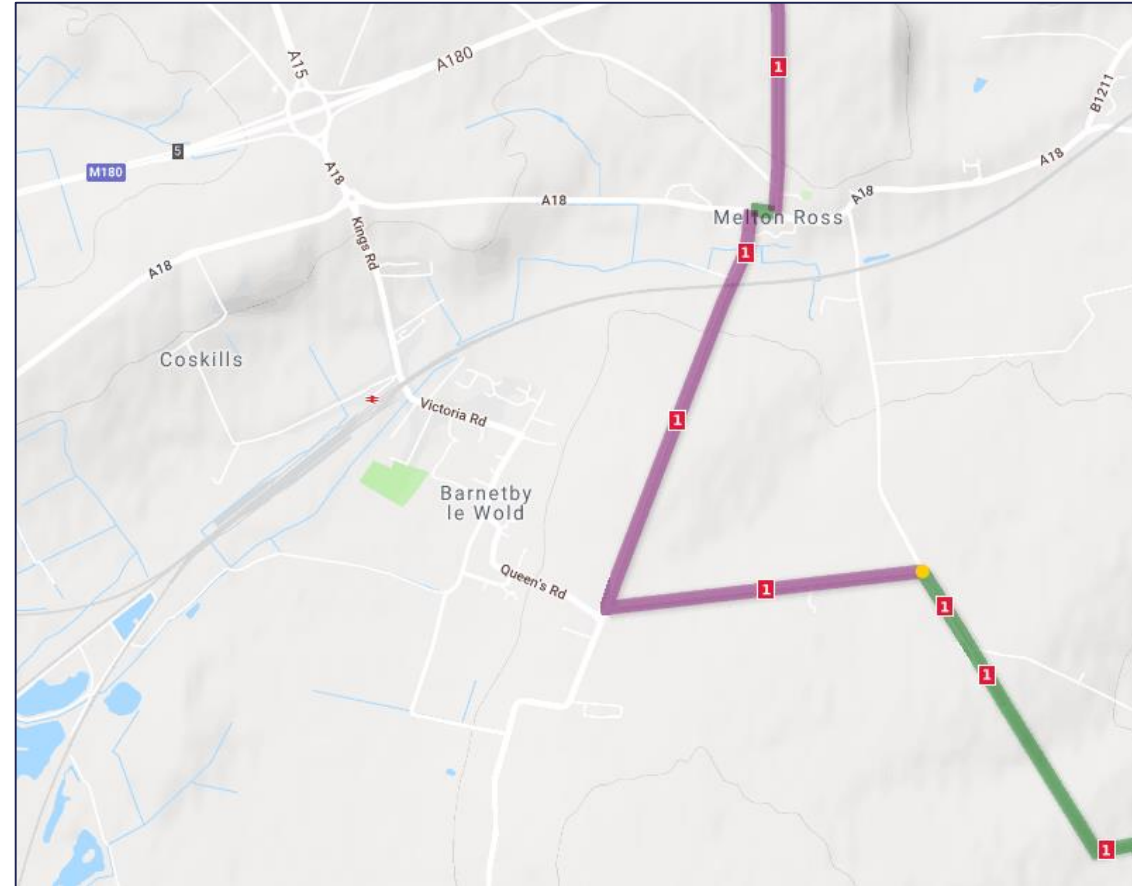
Route 1 passes within 1 mile of the station. There is currently no specific cycling link from the station to route 1, with cyclists being required to make use of the road network to make this journey.

Near the Station

There is no cycling provision in the immediate vicinity of the station, with cyclists being required to make use of the road network.

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

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)

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.

North Lincolnshire Council

www.northlincs.gov.uk/transport-and-streets/cycling-in-north-lincolnshire/

Cycling information for North Lincolnshire

Cycling

Cycle Parking

Overview

Cycle storage at Barnetby Station is minimal, with a series of Sheffield stands provided in the station car park, close to the entrance to the station.

The cycle parking sees minimal use, and the station may benefit from an upgrade in the offering to encourage greater use of cycling as a means of accessing the station.

Station Car Park



Spaces	12
Type	Sheffield Stands
Security	Covered by CCTV
Weather Protection	None
Utilisation	Low

Walking

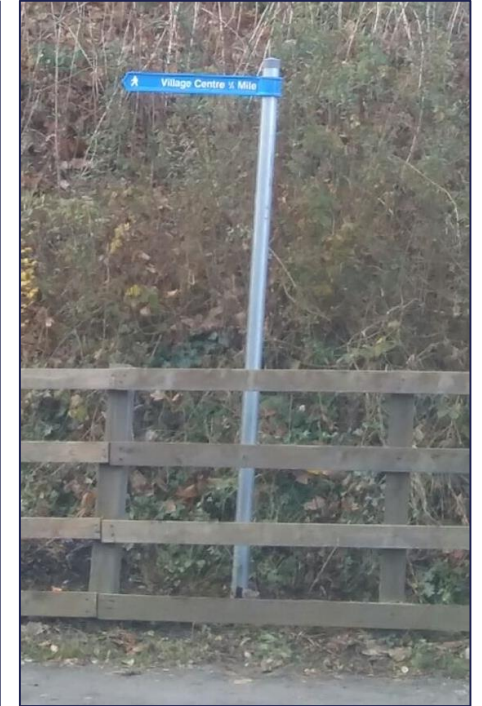
Pedestrian Access

Overview

There are a number of crossing points at the bottom of the station approach road which could be considered difficult to use due to the road layout. Traffic islands have been installed, but the way that traffic uses the roads could be misleading.

There are footpaths on both sides of the road throughout the village, with island crossings, but no zebra or pelican crossings.

Pedestrian wayfinding signage was introduced at the station providing directions to the village centre.



Public Transport

Bus Services

Overview

There are two bus stands on King's Road close to the station. Bus services are infrequent and do not always offer the best journey options to/from the station from local villages.

The rail replacement bus stop close to the station entrance is no longer utilised as access to the station is unsuitable for coaches.

Bus Stands

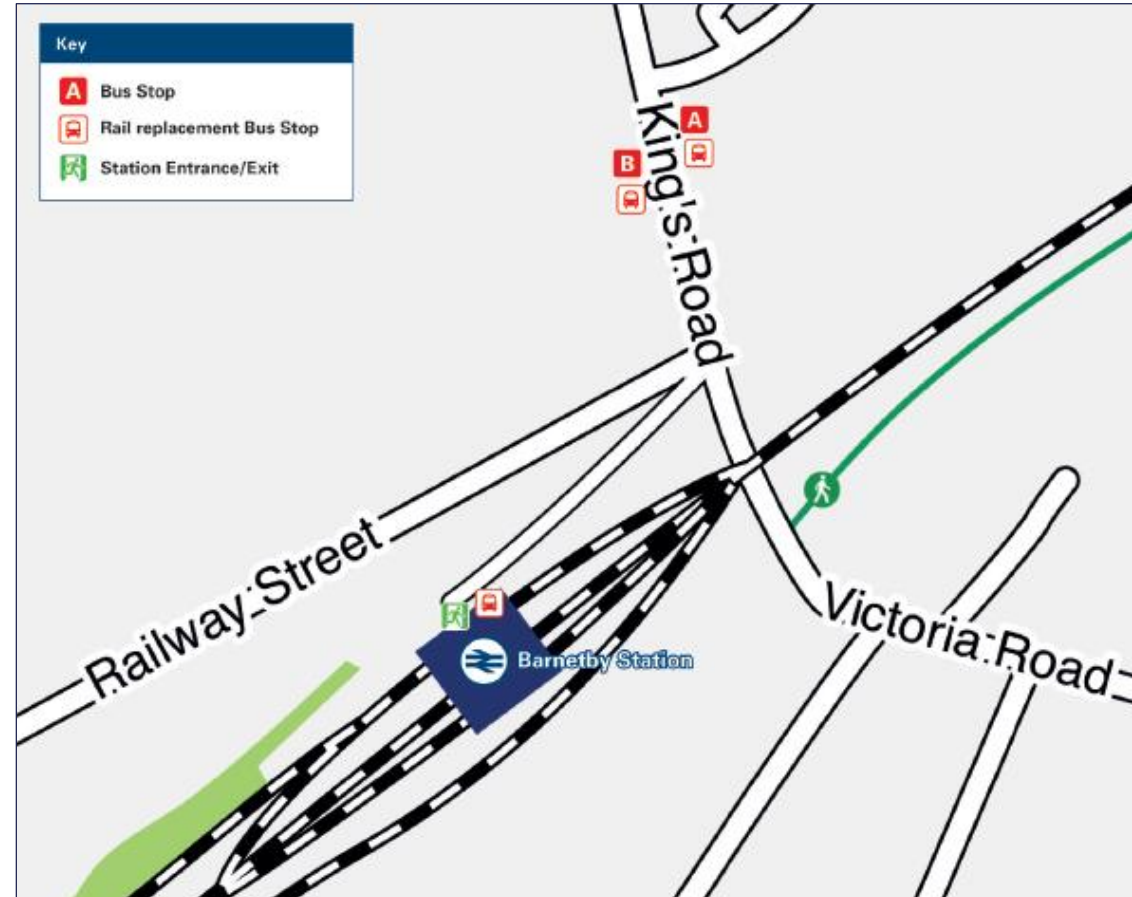


Image Source: National Rail Enquiries

Useful Links

National Rail Enquiries

<http://www.nationalrail.co.uk/posters/BTB.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

Barnetby is well served by the M180 running west to east giving links to Scunthorpe and Grimsby, and onward to the national motorway network, and also the A15 which runs North and connects with the Humber Bridge.

Road Network Map

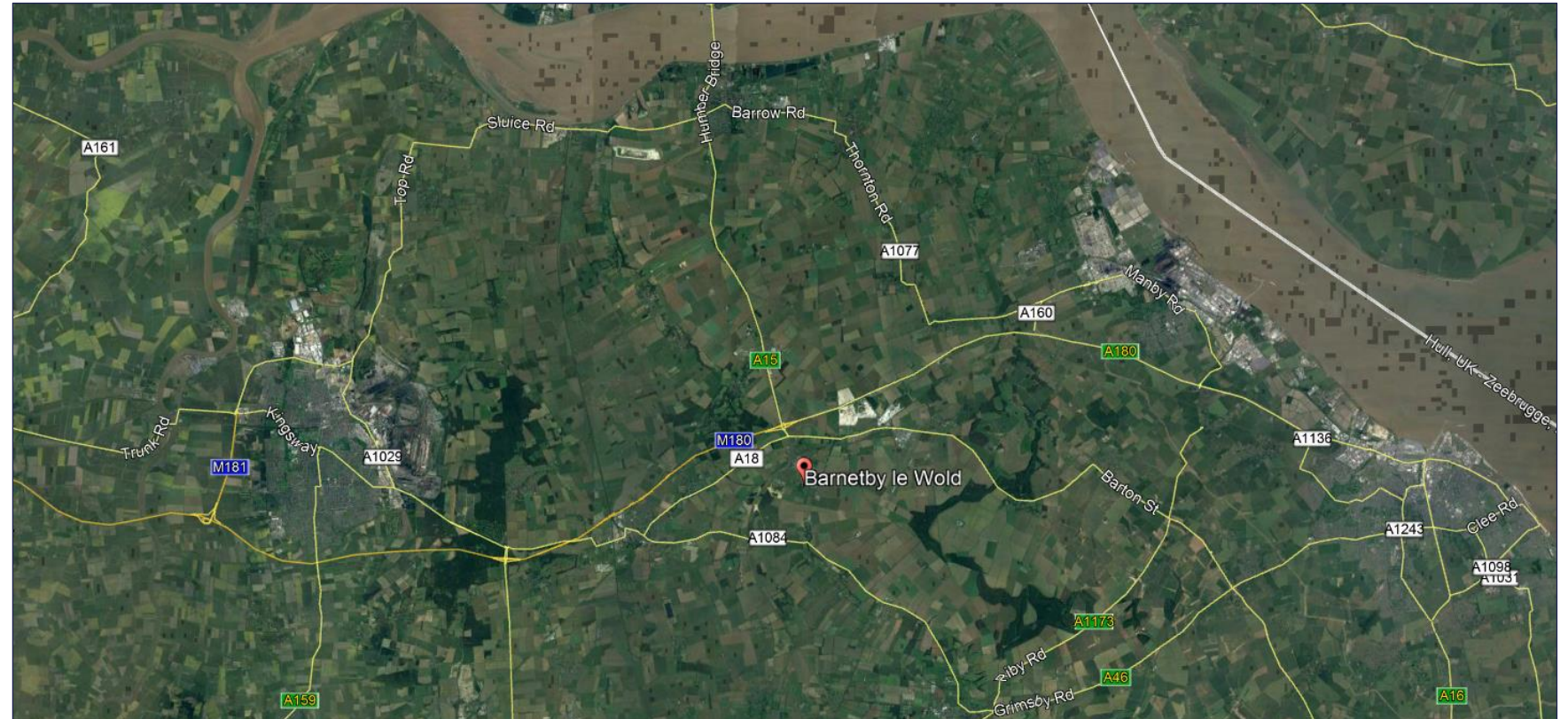


Image Source: Google Earth

Road Access

Local Road Network

Overview

The recent development where the M180 forms the A180 at Barnetby Top has given a fast route into the village, making it popular with commuters looking for a more rural pace of life with easy access for employment in the major towns within the region.

Road Access to the Station

The access road to the station is narrow, with a difficult junction where it joins Kings Road as it also merges with Railway Street. Visibility is also reduced due to the railway bridge passing over the road.

The access road is also used by Network Rail for access to their depot behind the station, so it is busy with vans and on occasion, larger plant.

Road Network Map

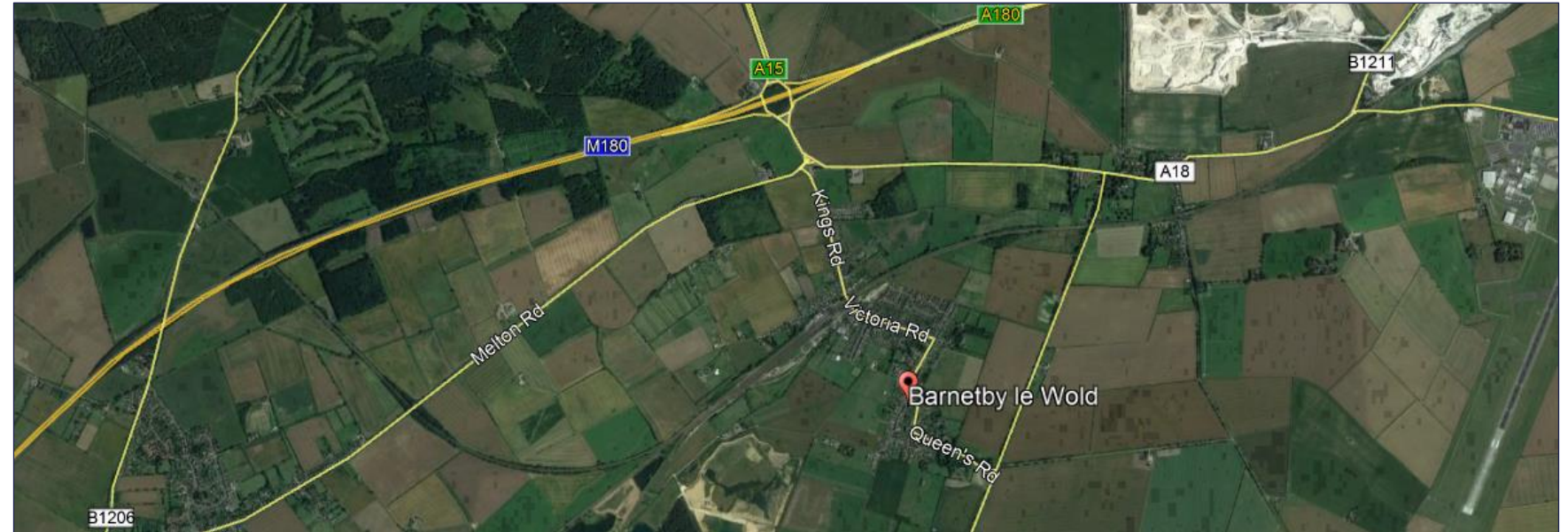


Image Source: Google Earth

Road Access

Car Parking

Overview

The station car park has been redeveloped to formalise the bays and provide blue badge parking at the station. Charging has also been introduced, bringing the station in line with other railway stations across the region.

There is a parking area opposite the station entrance which is for the use of patrons to the pub only.

Other areas close to the station were explored for additional customer car parking, however these areas are required by Network Rail to facilitate the delivery of upgrade works.

Car Parking Locations



1 Station Car Park
Managed by APCOA on behalf of TransPennine Express

Station Car Parks



Standard Bays

14 Formalised car parking is to be introduced at Barnetby in Spring 2019.

Blue Badge

2

Premium

0

Car Share

0

EV Charging

0

Total

16

Motorcycle

0

TransPennine Express provides Blue Badge parking free of charge at all stations with formalised car parking.

Customer Analysis

National Rail Passenger Survey

Connections with other forms of public transport

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

The National Rail Passenger Survey 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.

Facilities for car parking

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

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.

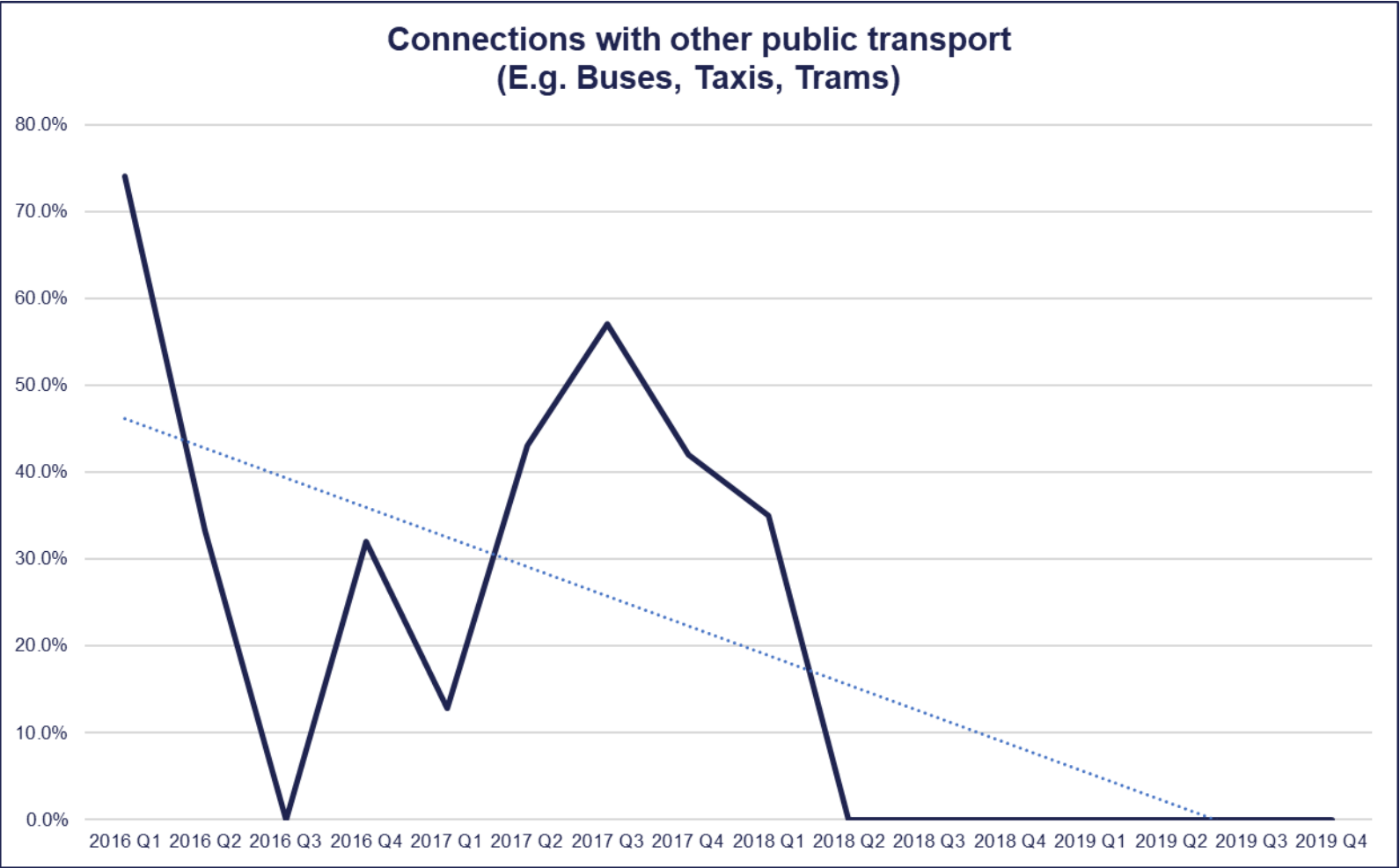
Facilities for bicycle parking

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

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

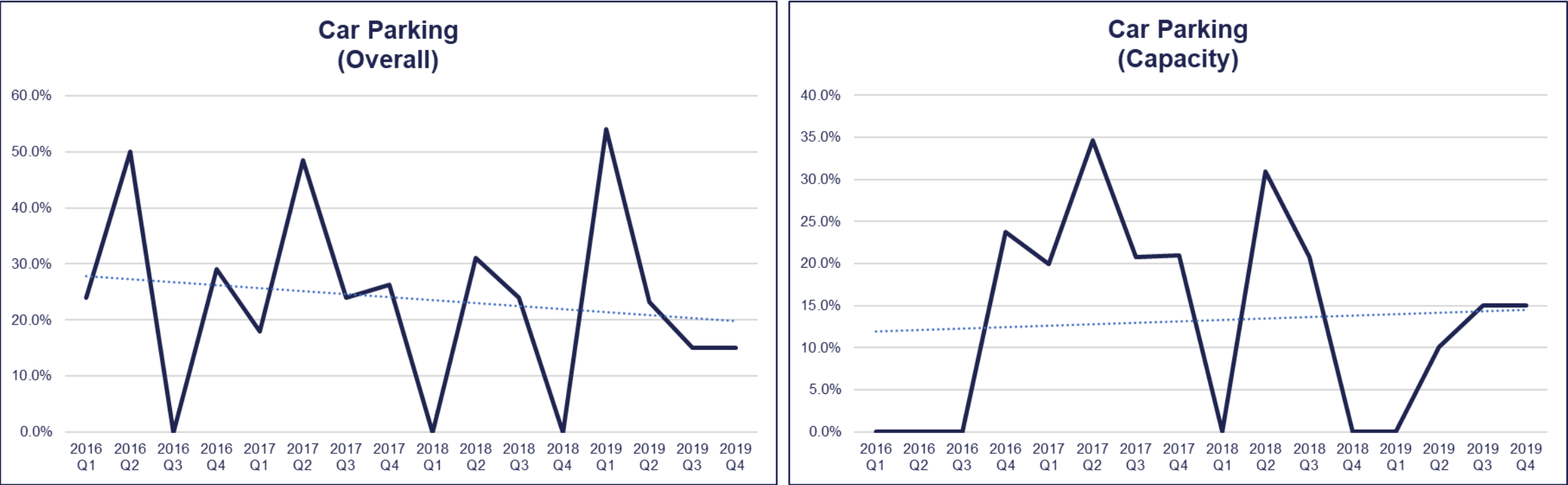


The sample size for Barnetby railway station is small, adding to the volatility of the scores.

The station scores higher for connections with other public transport during the summer and spring than in the autumn and winter.

Customer Analysis

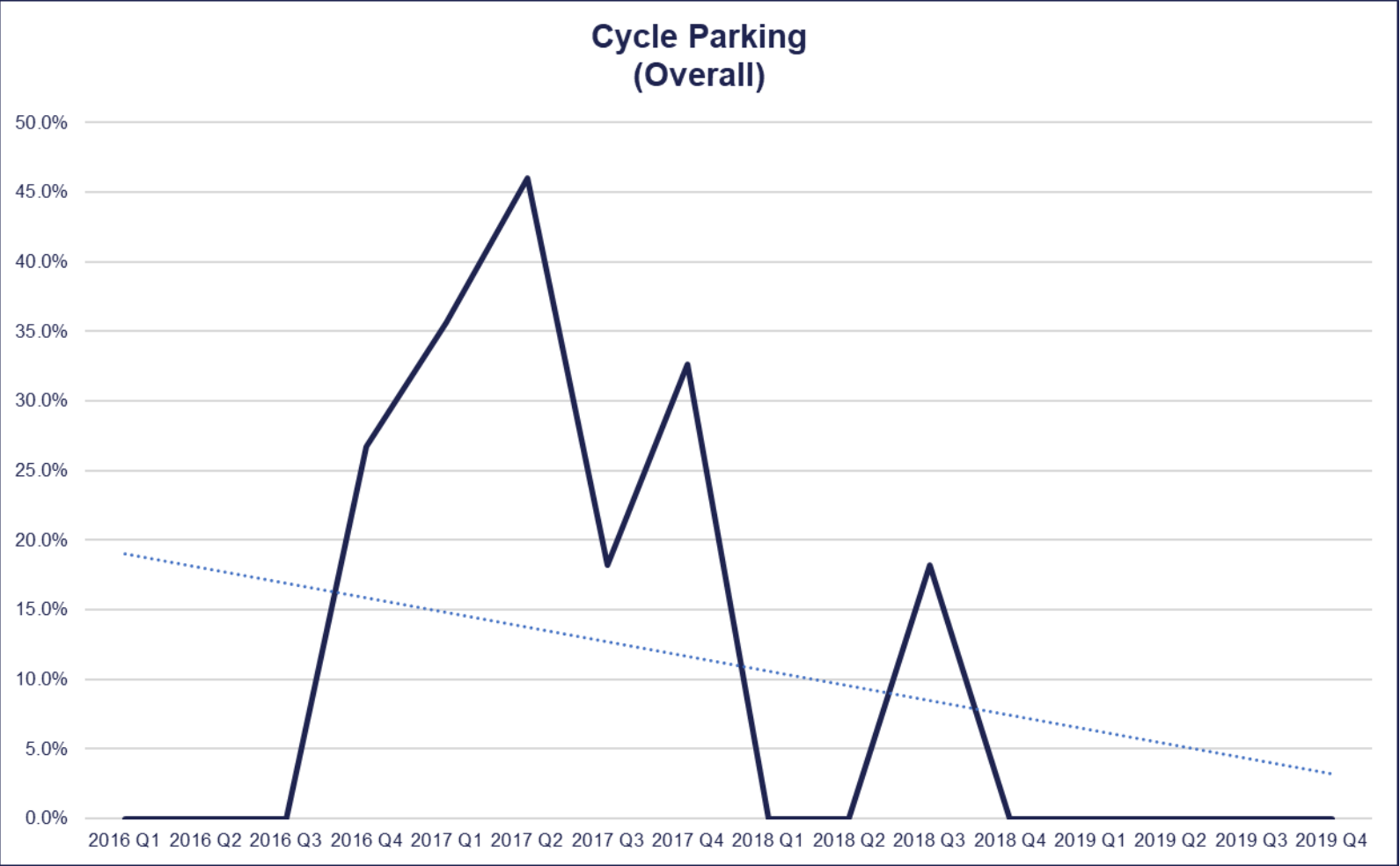
Shadow National Rail Passenger Survey



Car parking capacity at the station was increased in 2019 with the car park being formalised with marked bays, blue badge parking and charging introduced, bringing the facility in line with those elsewhere on the network. Despite these improvements it is recognised that capacity remains limited at this location.

Customer Analysis

Shadow National Rail Passenger Survey

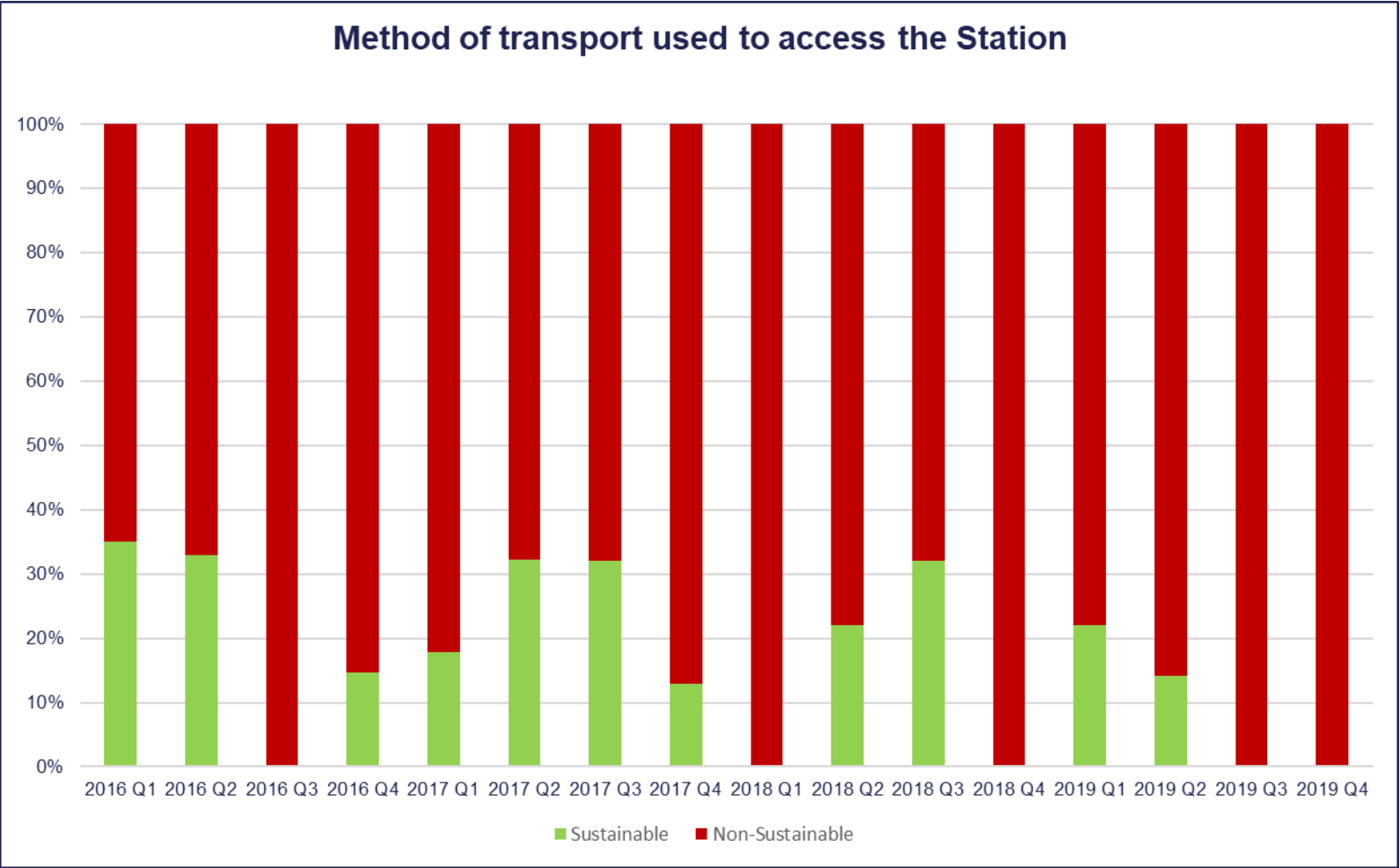


Cycle parking at the station is basic, with no weather protection.

Increased satisfaction could be gained by providing new cycle parking facilities with higher levels of security over the current Sheffield stands, weather protection, and additional features such as a self service repair stand.

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	

Being a local station, it is recognised that a significant proportion of users arrive at the station on foot. Due to limited parking, it can also be deduced that the majority of customers arriving by unsustainable methods are dropped off, or arrive by taxi.

Evaluation

Summary of findings

Barnetby station is well positioned to provide excellent commuter links to Doncaster and Sheffield, and through to Cleethorpes and Grimsby. It's quiet setting makes it particularly popular with those wanting a village lifestyle but with easy access to larger towns using both rail and road. Barnetby is also close to Humberside International Airport, meaning it has the potential to serve as a useful link for customers seeking a bargain flight to Europe.

The port of Immingham and subsequent freight movements along the railway line make the station a particular favourite for railway enthusiasts, who can often be seen snapping photos of the locomotives from the overbridge and nearby railway bridges.

The station itself is relatively basic, with no station buildings. The large overbridge and ramps provide easy access to the platforms but do not provide any shelter. Instead there are a number of benches and small waiting shelters on the platforms. The station is unstaffed, which reduces service access for disabled customers, who must be able to navigate the ramps to the platforms, or make use of alternative transport to a more accessible station in order to board train services.

Access to the station by other modes of transport is limited. Bus services in the area are minimal, with few offering a connection to rail services. The car park has been improved with additional car parking spaces, however as experienced at other locations, this is likely to reach capacity during the morning peak, leaving little opportunity for parking for leisure travellers arriving at the station later in the day.

The cycle facilities at the station are minimal, with no cover and little security. Improvements to this facility may provide a viable alternative for some customers who may currently drive to the station from the far side of the village, and has been nominated for DfT Cycle Rail funding.

On the whole, the station is well served by rail, but the station itself is basic. More could be done to make it easier for customers from slightly further afield to use the station to connect with more destinations.

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 TransPennine Express stations, adopting industry best practice where possible.
- Implement innovative solutions to enhance the experience of travelling to/from our stations by sustainable methods.
- 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 will deliver within the 7-year franchise period, each of which is designed to revolutionise the train service and improve the customer experience for rail users across the North. 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.

Minor Works schemes are also being developed on an annual basis which seek to improve the accessibility of our stations through the delivery of small schemes e.g. installing handrails and height adjustable booking office counters. The specific works for this station are not referenced in this document.

Each action set out in this plan has been written to be SMART

- Specific
- Measurable
- Attainable
- Realistic
- Time-bound

Delivery

Action Plan

Theme	Description	Impact	Funding Source	Deadline	Risk	Priority	Update
Public Transport	Engage with local transport operators and local authorities to jointly review timetables to understand what connections are currently available with which services, and identify where changes could be made, or trials initiated.	H	To be determined	Within 12 months	No risk is associated with this activity	H	Further discussions needed
Interchange to the Airport	Work with Humberside International Airport and local transport providers to publicise a link to/from the airport by rail.	H	To be determined	Within 12 months	No risk is associated with this activity	H	Meetings have taken place with Humberside Airport. Activity is ongoing.
Information	Conduct specific customer surveys at the station at a frequency no less than every 12 months to understand modal share, particularly asking 'have you changed your method for travelling to the station' and 'have you started using train within the last 12 months' to measure modal shift.	M	To be determined	Annually	No risk is associated with this activity	Medium	Shadow NRPS utilised for user insight.
Cycling	Conduct cycle audits at a frequency no less than every quarter to monitor utilisation and state of repair, and determine if the facilities are fit for purpose.	L	None required	Quarterly	No risk is associated with this activity	Medium	DfT are considering how cycle utilisation data is collected and consolidated. TPE will replace this method when determined.
	Explore opportunities to provide upgraded cycle parking at the station.	M	DfT cycle rail fund with third party funding contributions.	Annual Fund	No risk associated with this activity	Medium	Bid submitted to DfT Cycle Rail Fund Round 6.
Car Parking	Collect car park utilisation data and monitor this, alongside station footfall figures to ascertain whether a footfall increase is being achieved through car usage or through sustainable modes.	L	None required	Quarterly	No risk is associated with this activity	Medium	Look at promoting project now car parking facilities have been increased.
	Promote car sharing through the advertising of online car sharing databases. Consideration should be given to potential incentives which could be offered	High	To be determined	Trial to scope during 2020	Promotion of car sharing may promote car usage	Medium	Look at promoting project now car parking facilities have been increased