

Station Travel Plan Huddersfield

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Introduction



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.

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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

Combined Authority

West Yorkshire Combined Authority

We work in partnership with local councils and businesses to ensure that everyone in our region benefits from a strong, successful economy and a modern, accessible transport network.

By championing the region's interests nationally and internationally, we secure government and other investment to drive the region forward. We are currently investing around £2billion to deliver better transport and housing, regenerate our towns and cities and protect our environment. We also help businesses to grow and create skilled jobs and provide support, funding and information to help people travel around the region easily on good quality public transport and cycleways.

We focus on:

- Inclusive growth – ensuring everyone in our region can benefit from a strong economy
- Productivity – helping business to grow
- 21st Century transport – creating modern, efficient transport infrastructure
- Devolution – securing funding and powers to help us do even more

Local Authority

Kirklees Council

Though public transport funding in West Yorkshire is planned by West Yorkshire Combined Authority, Kirklees Council have a range of initiatives designed to promote walking and cycling. These schemes contribute to a greater mode share for sustainable modes at TPE stations by increasing the attractiveness of walking and cycling trips, making them easier and more popular for short distance journeys.

Rail User Group (RUG)

Stalybridge & Huddersfield (SHRUG)

Local Area

Station Details

Station

Huddersfield Railway Station
St Georges Square
Huddersfield
West Yorkshire
HD1 1JB

Station Manager

Andrew Croughan
Group Station Manager (Core)

Local Authority

Kirklees Council

Train Services

Huddersfield is located within the core of the TransPennine Express North Route, with frequent services to Liverpool, Manchester, Leeds, Hull, Middlesbrough, Scarborough and Newcastle. Local services are also available to Halifax, Bradford, Wakefield and Sheffield.

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

Huddersfield is a large market town in West Yorkshire, England. It is the 11th largest town in the United Kingdom, with a population of 162,949 at the 2011 census. It lies halfway between Leeds and Manchester.

Huddersfield is near the confluence of the River Colne and the River Holme. Within the historic county boundaries of the West Riding of Yorkshire, it is the largest urban area in the metropolitan borough of Kirklees and the administrative centre of the borough. The town is known for its role in the Industrial Revolution, and for being the birthplaces of rugby league, Labour Prime Minister Harold Wilson, and the film star James Mason.

Huddersfield is home to rugby league team Huddersfield Giants, founded in 1895, who play in the European Super League, and Premier League football team Huddersfield Town A.F.C., founded in 1908. The town is home to the University of Huddersfield and the sixth form colleges Greenhead College, Kirklees College and Huddersfield New College

Huddersfield is a town of Victorian architecture. Huddersfield railway station is a Grade I listed building described by John Betjeman as "the most splendid station façade in England", second only to St Pancras, London. The station in St George's Square was renovated at a cost of £4 million and subsequently won the Europa Nostra award for European architecture.

Source: Wikipedia

The station is listed, meaning that improvements must be carried out tastefully and with the consent of the conservation officers. Nonetheless it has the benefit of step free access, gate lines, and new customer information screens. In the coming years it will see significant increases in the capacity provided by the trains operating on the route, and will also be at the epicentre of the TransPennine Route Upgrade, and is likely to see ever increasing footfall as a result. West Yorkshire Combined authority also have plans to improve the area immediately surrounding the station, including St Georges Warehouse as part of the Station Gateway scheme.

Useful Links

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

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

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

Cycling

National Cycle Routes

Overview

Route 69

National Route 69 of the National Cycle Network connects Morecambe with Grimsby via Settle, Skipton, Cullingworth, Huddersfield, Horbury, Pontefract, Althorpe and Caistor.

Section 6. Huddersfield to Deighton /Bradley

Predominantly traffic-free section along a disused railway line to just north of Deighton Railway Station.

Route 66

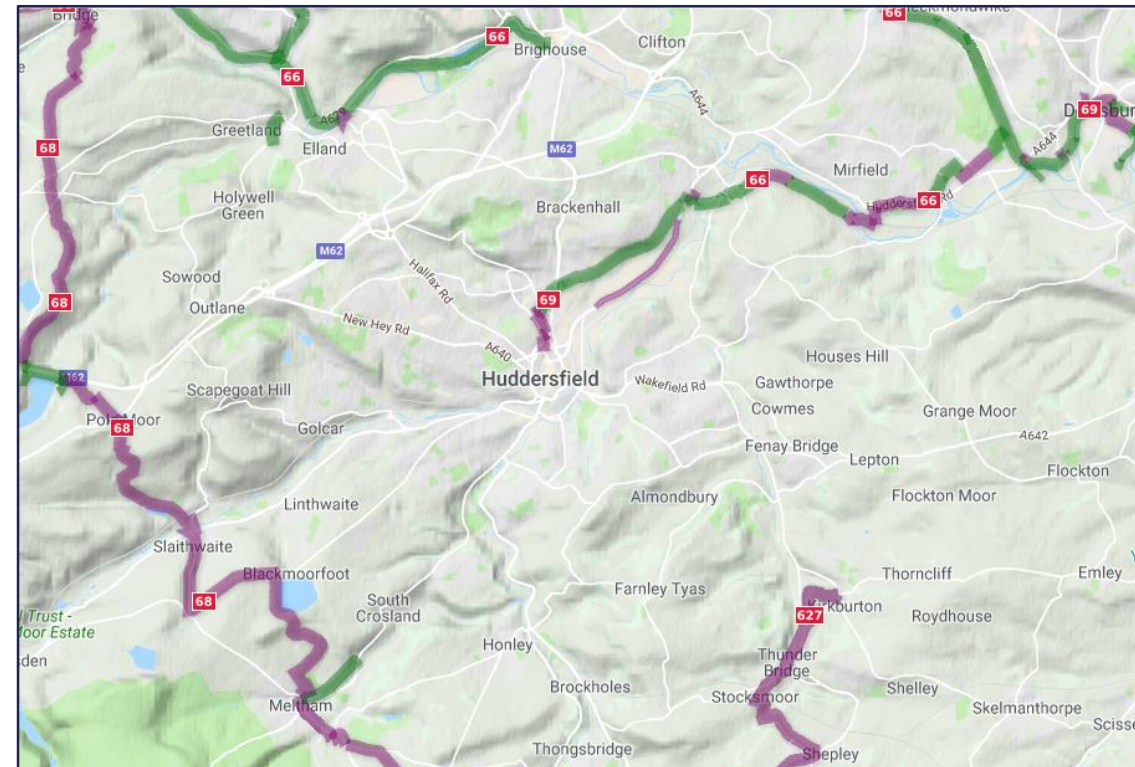
National Cycle Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.

Section 4. Bradley (Huddersfield) to Frizinghall (Bradford)

Bradley to Mirfield Station is mostly traffic-free and this leg also includes the excellent Spen Valley Greenway along a disused railway line from Ravensthorpe to Oakenshaw. At either end of the stretch that National Route 66 shares with the Spen Valley Greenway the path is a mixture of traffic-free and on-road.

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

Cycle Routes



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

Cycling

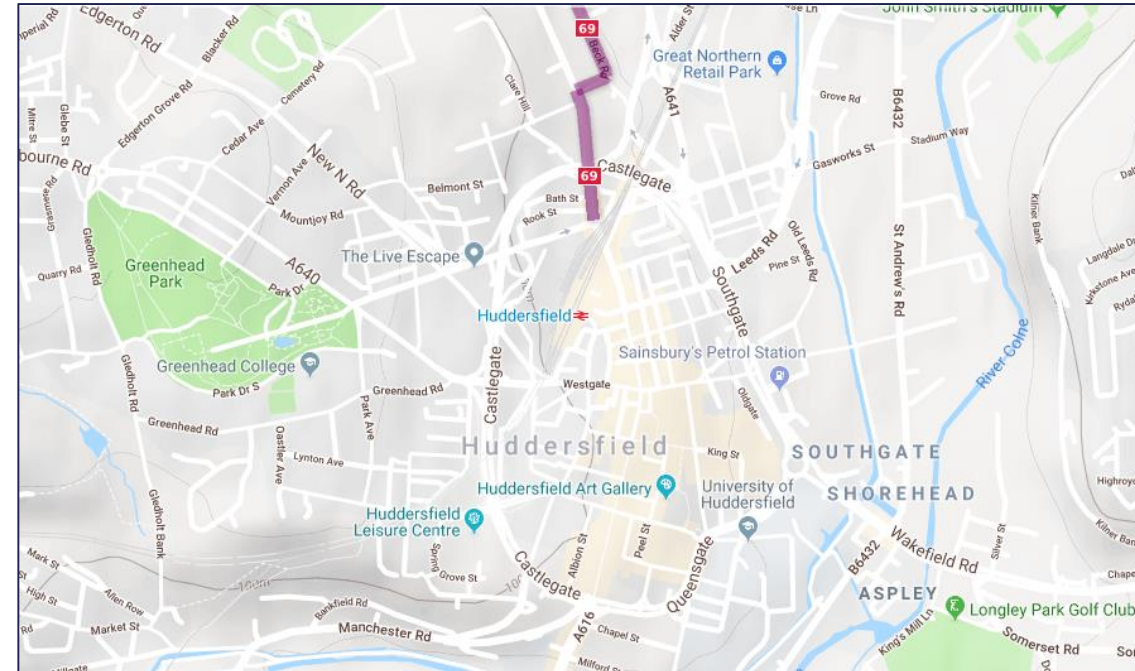
Local Cycle Routes

Overview

There are no signed or segregated cycle routes within Huddersfield town centre save for the section of the NCN Route 69 which ends at Castlegate.

Cyclists are required to use the standard road network to access the station which could be off putting for the less experienced cyclist.

Local 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/ncn/route

Useful Links

Kirklees Council

www.kirklees.gov.uk/cycling

Information about cycling and walking within the district of Kirklees

Cycling

Cycle Parking

Overview

At the end of the previous TransPennine Express franchise, the station benefitted from DfT Cycle Rail Funding, delivering a new 54 space cycle hub on platform 1 with weather protection, CCTV, LED lighting and repair facilities, setting the standard for cycle parking at TransPennine Express managed stations.

Shortly after the start of the franchise, this facility was made more prominent with 'Bike Shed' branding, which is applied across the TransPennine Network.

Cycle Hub



Spaces	54
Storage Type	Two-Tier Racks
Security	Covered by CCTV, beyond ticket barriers
Weather Protection	Fully Enclosed
Utilisation	80%

Cycling

Cycle Hire

Overview

There are no cycle hire facilities within the station boundary, nor is there a local cycle hire network (e.g. Mobike, Ofo, Nextbike) within the town centre.

Customers wishing to hire a bike can do so from the Men's Shed project located close to the station, accessed from St George's Square.

Currently, opening hours are limited, however TransPennine Express appreciate the convenience of this facility and hope to work with Men's Shed to explore the opportunity to increase cycle hire provision at the station along with offering cycle repair services for customers accessing the station with their own bicycle.

Men's Shed



More information about Men's Shed, and details about the project located at Huddersfield Railway Station can be found by visiting <https://menssheds.org.uk/>

Photo Source: penline.co.uk/mens-sheds-community-group-at-huddersfield-station/

Walking

Pedestrian Access

Overview

Walking access to and from Huddersfield station is easy in all directions, with well pedestrianised areas immediately outside the station.

A popular walking route is out of the station and up the hill to the bus station. The path is quite narrow; however, many pedestrians walk in the roadway as it sees minimal use by cars, and is block paved giving it the appearance of being pedestrianised.

There is wayfinding signage at the top of the hill, near the bus station, however the station sign is faded. There is a secondary sign, which makes use of the railway double arrow to direct pedestrians to the station, but it is less obvious than the wayfinding post signage.

Where pedestrian routes are intersected by major roads, there are good crossings, with traffic light controls, however the smaller roadways around St George's Square do not have clear crossing points, and are not so easily identified.



Public Transport

Bus Services

Overview

There are four bus stands immediately outside the station, lining the edge of St George's Square, with more stops a short walk away towards the town centre, and the town bus station further down Market Street.

Bus only access was introduced around St George's Square to reduce congestion around the bus stops, helping them to keep to the advertised service pattern.

Huddersfield benefits from a large quantity of bus services, connecting with local towns and villages, as well as further afield.

Most services call at stands S1 to S4 outside the station, and for those which don't, the bus station is a short walk from the train station.

There is also a free bus service which connects key locations in the town, providing a useful 'last mile' link.

Bus Stands



Image Source: National Rail Enquiries

Useful Links

National Rail Enquiries

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

Overview

Huddersfield is well served by the M62, with a number of major routes from the town centre to the motorway in most directions. There are also strong A road links to the south and east connecting with the M1.

Road Network Map

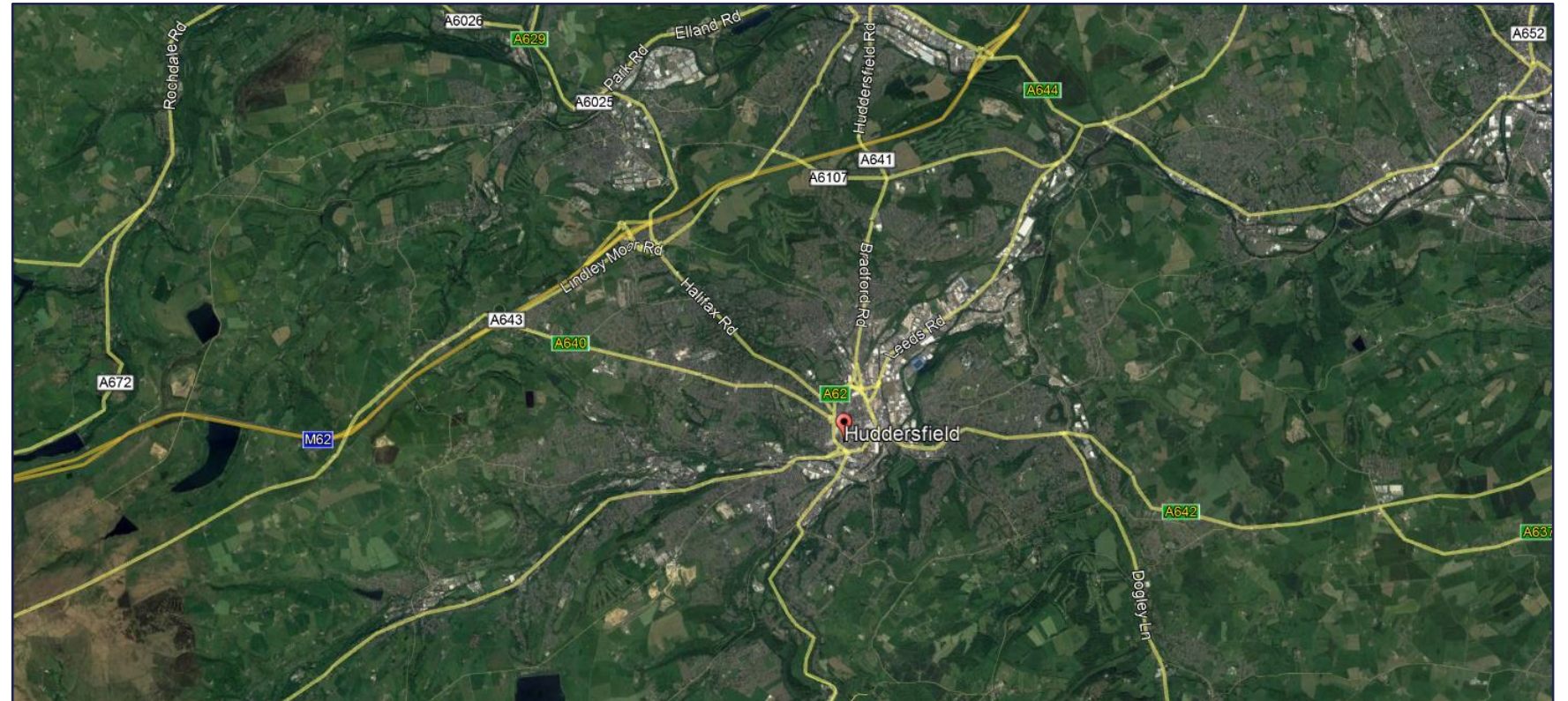


Image Source: Google Earth

Road Access

Local Road Network

Overview

Huddersfield benefits from a ring-road, with main arteries all feeding into this, making it easy to bypass the town centre itself. The station sits within the ring-road, meaning that it can be easily accessed from all directions.

Road Network Map

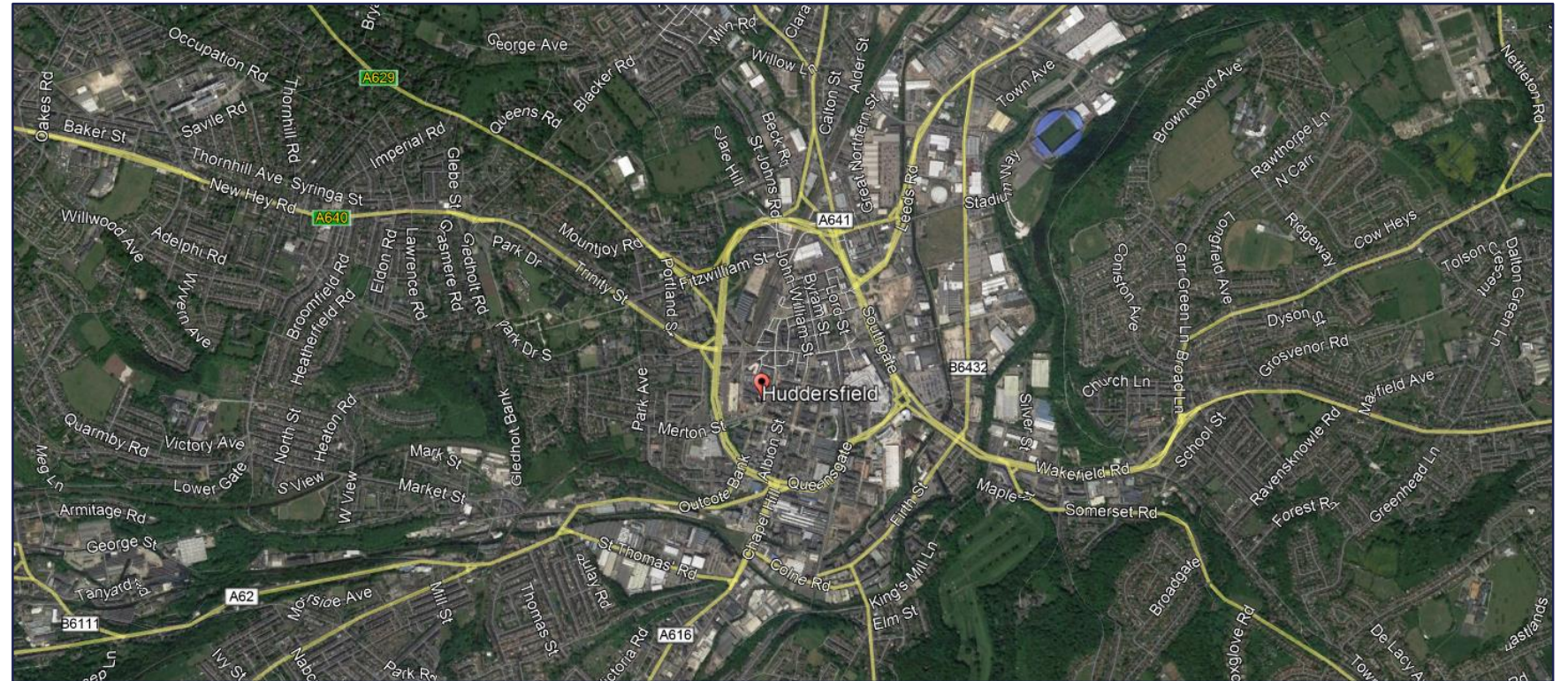


Image Source: Google Earth

Road Access

Immediate Road Network

Overview

Access to the station is from John William Street, which turns into a one-way street from St Georges Square heading towards Market Cross, except for buses.

A one-way system with bus gates is in place around Station Street, meaning any drivers accessing the left hand side of St George's Square near the bus stands, taxi rank and blue badge parking have to follow the one way system back towards the bus station, with no option to turn onto John William Street. This system, whilst restricting drivers, effectively manages congestion in the area.

The entrance to the station car park is via the council car park, with large stone pillars to either side. There is no defined walking route from the car park to the station, and as such, drivers entering the car park must be aware of pedestrians who may be in the roadway.

Road network serving the station



Railway Street



Station Access Road

Road Access

Car Parking

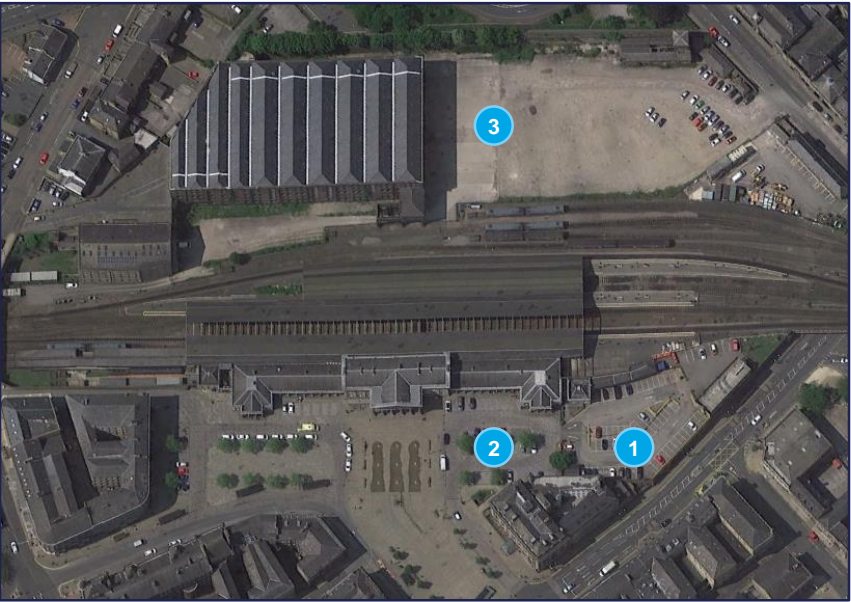
Overview

There is limited car parking available at Huddersfield Railway Station. The station car park is to the right of the station, and offers minimal parking. Opportunities for expansion or ‘decking’ of the car park are limited due to the space available and the listed building status which applies.

A small council short stay car park is located at the front of the station. The prices discourage daily parking, with this instead utilised primarily for drop off/pick up when the designated points are in use.

A large car park is available across the tracks from the station on the site designed for development. This offers low cost, low quality parking as an interim solution. Long term there are plans for a multi-storey car park to be provided as part of a major development, with the opportunity for direct access to the station from the far side of the tracks, addressing the long standing parking issues at the station.

Car Parking Locations



- 1 **Station Car Park**
Managed by APCOA on behalf of TransPennine Express
- 2 **Railway Station Forecourt**
Managed by Kirklees Council
- 3 **St George's Quarter Pay & Display**
Managed by HD1 Developments

Station Car Park



Standard Bays	56	Car parking charges apply at all station car parks managed by TransPennine Express. Prices vary by location.
Blue Badge	0	
Premium	0	
Car Share	0	
EV Charging	0	
Total	56	<i>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.</i>
Motorcycle	0	

Road Access

Drop Off / Pick Up

Overview

There is a dedicated drop off / pick up point at the front of the station in St George's Square, managed by Kirklees Council, with space for up to three cars.

This area is used extensively by a mixture of private cars and private hire vehicles who are not licensed to use the taxi rank.

With just 3 spaces available, the area can become quickly congested.

Also in this area are 8 short stay bays, allowing parking for up to 20 minutes. These similarly see frequent use, with additional vehicles often using the short stay car park, also managed by Kirklees council, on an adhoc basis, often without paying.

The layout of this area maximises and makes best use of the space available, however the quantity of vehicles leads to congestion, especially at peak times as cars are also passing through the area to access the long stay car park.

Drop Off / Pick Up Location



Road Access

Car Hire

Overview

Enterprise Car Club is available in various towns and cities across the UK.

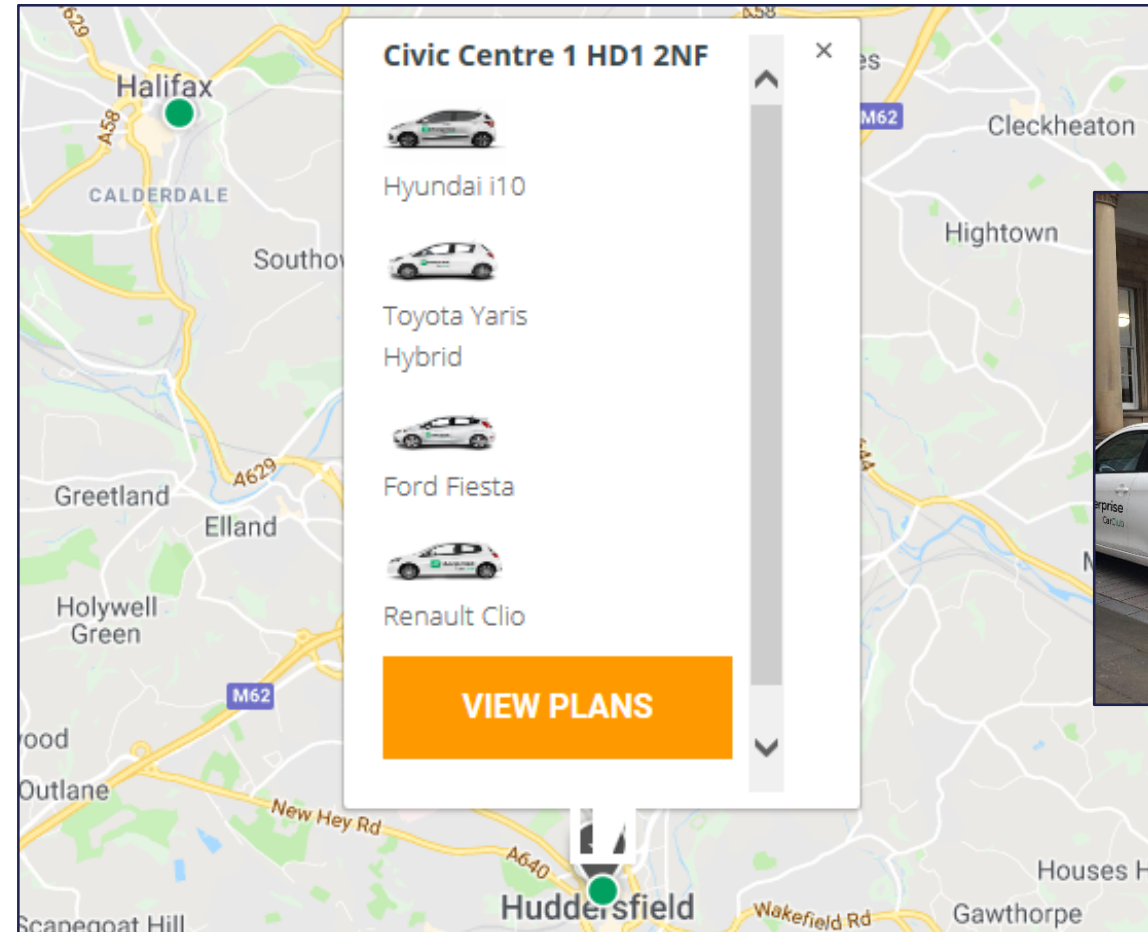
In Huddersfield, dedicated spaces are provided for two vehicles within St Georges Square.

The service offers hourly or daily car rental via an app or web booking. Users sign up to a monthly or annual membership, with an hourly or daily charge applied each time they use a vehicle.

Costs are low, for example, a standard car can be hired from as little as £5.40 per hour when signed up to the scheme with a £7.00 monthly membership.

Image Source: Enterprise Car Club

Sample Vehicle Availability



Useful Links

Enterprise Car Club
www.enterpriseclub.co.uk



Road Access

Taxis

Overview

There is a large taxi rank to the left of the station entrance. The rank is well served, with space for a large capacity of taxis.

Taxis are usually available on the rank. Advance booking is not normally necessary, unless arriving early in the morning or late at night.

At times, congestion on the rank can cause issues with access to the Enterprise Car Club and blue badge parking bays.

The taxi rank is controlled by the local authority.

Taxi Rank



Private Hire

The principal minicab operators in the area are:

Hull Cars

01482 828 282

35 Taxis

01482 353 535

West Hull Taxis

01482 325 325

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

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.

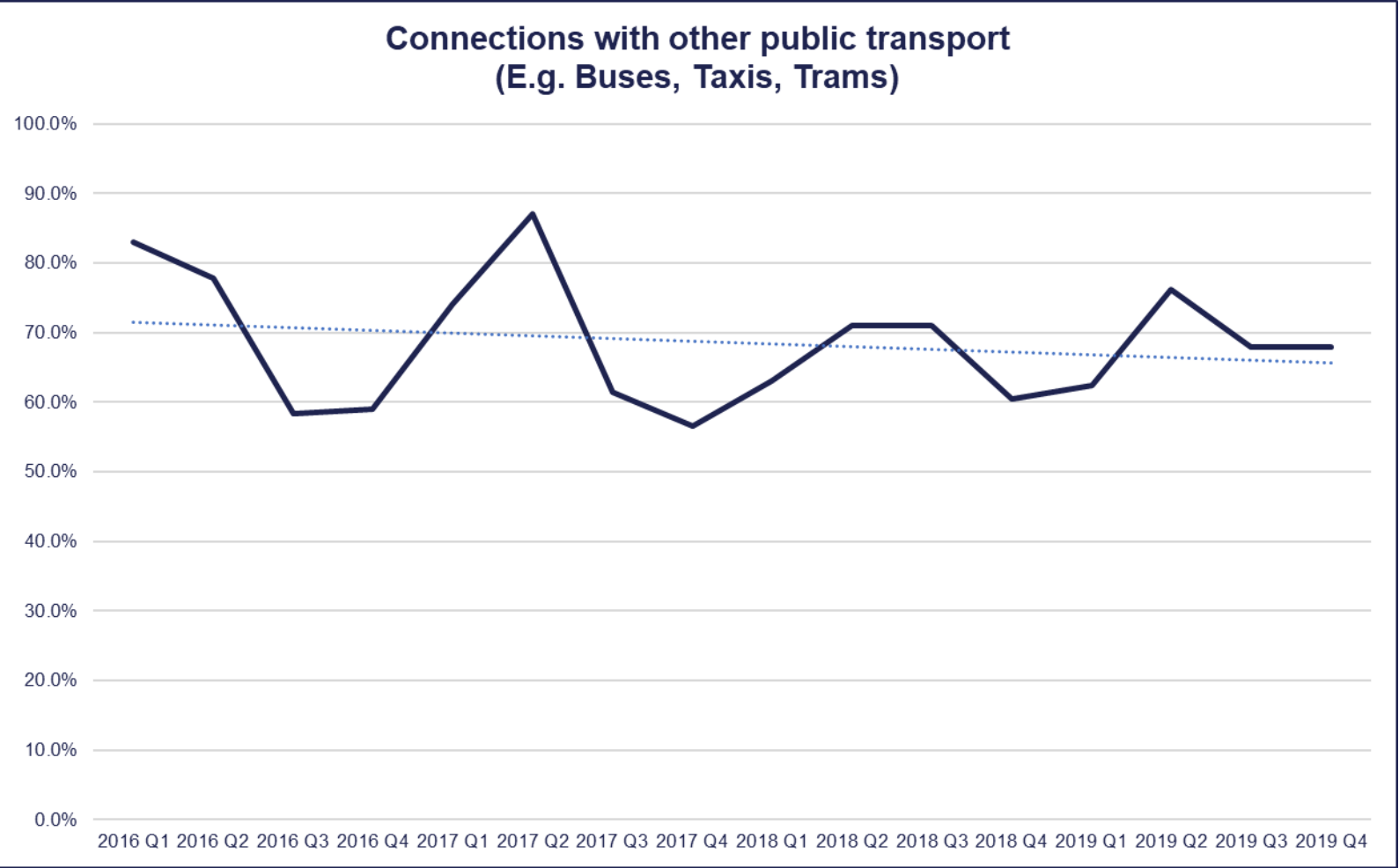
Facilities for bicycle parking

	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

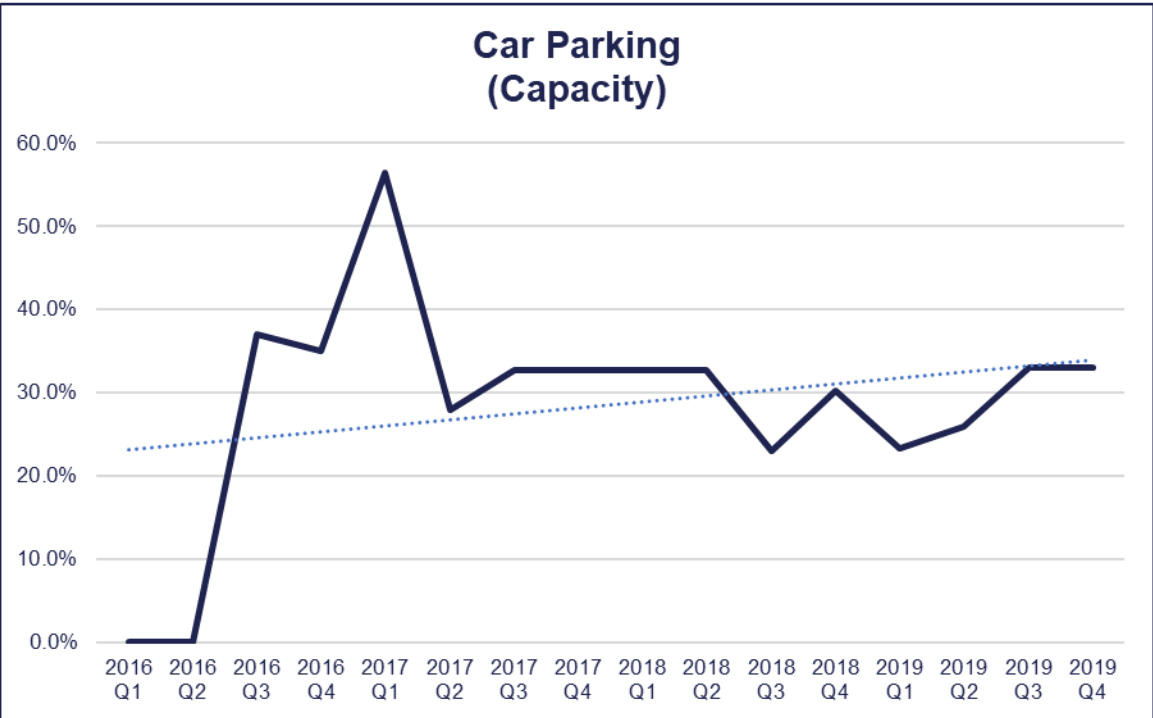
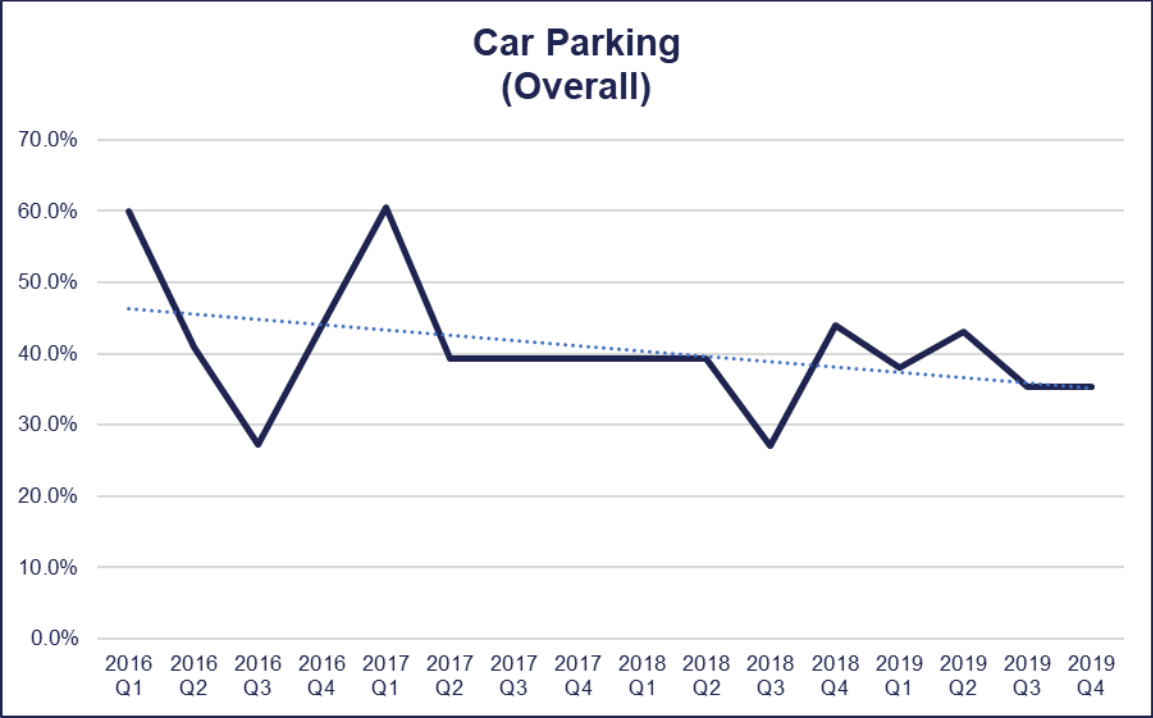
Shadow National Rail Passenger Survey



As a town centre station, Huddersfield benefits from strong links with other modes of transport. There is a notable decrease in scores however over recent years, likely related to the availability of these other modes, as the frequency of trains has increased, meaning regular arrivals at the station from all directions.

Customer Analysis

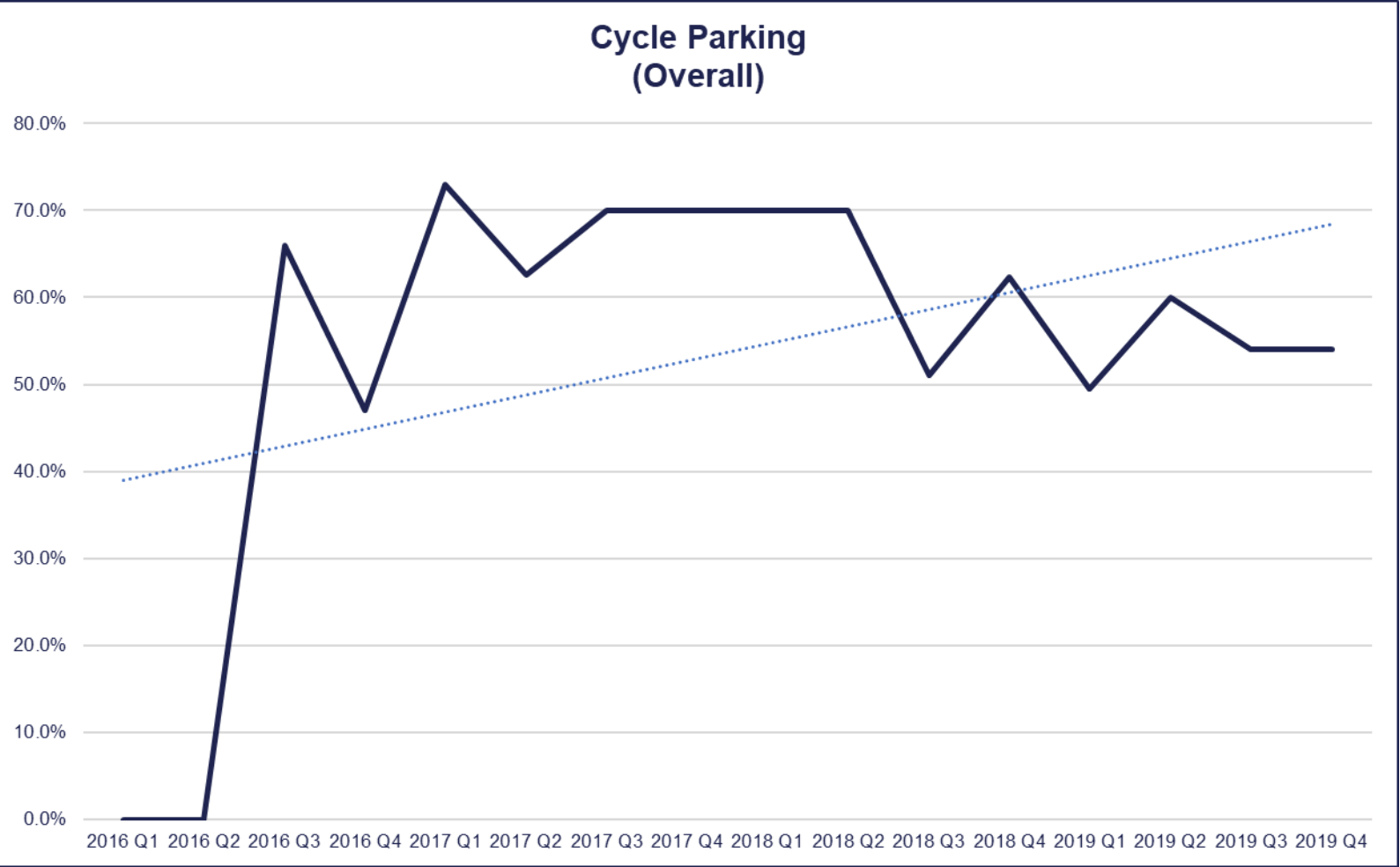
Shadow National Rail Passenger Survey



Car parking at Huddersfield station is limited with the scores for capacity reflecting this. There are few opportunities to expand car parking provision as the site is listed, and surrounded by many other listed buildings meaning no additional space is available.

Customer Analysis

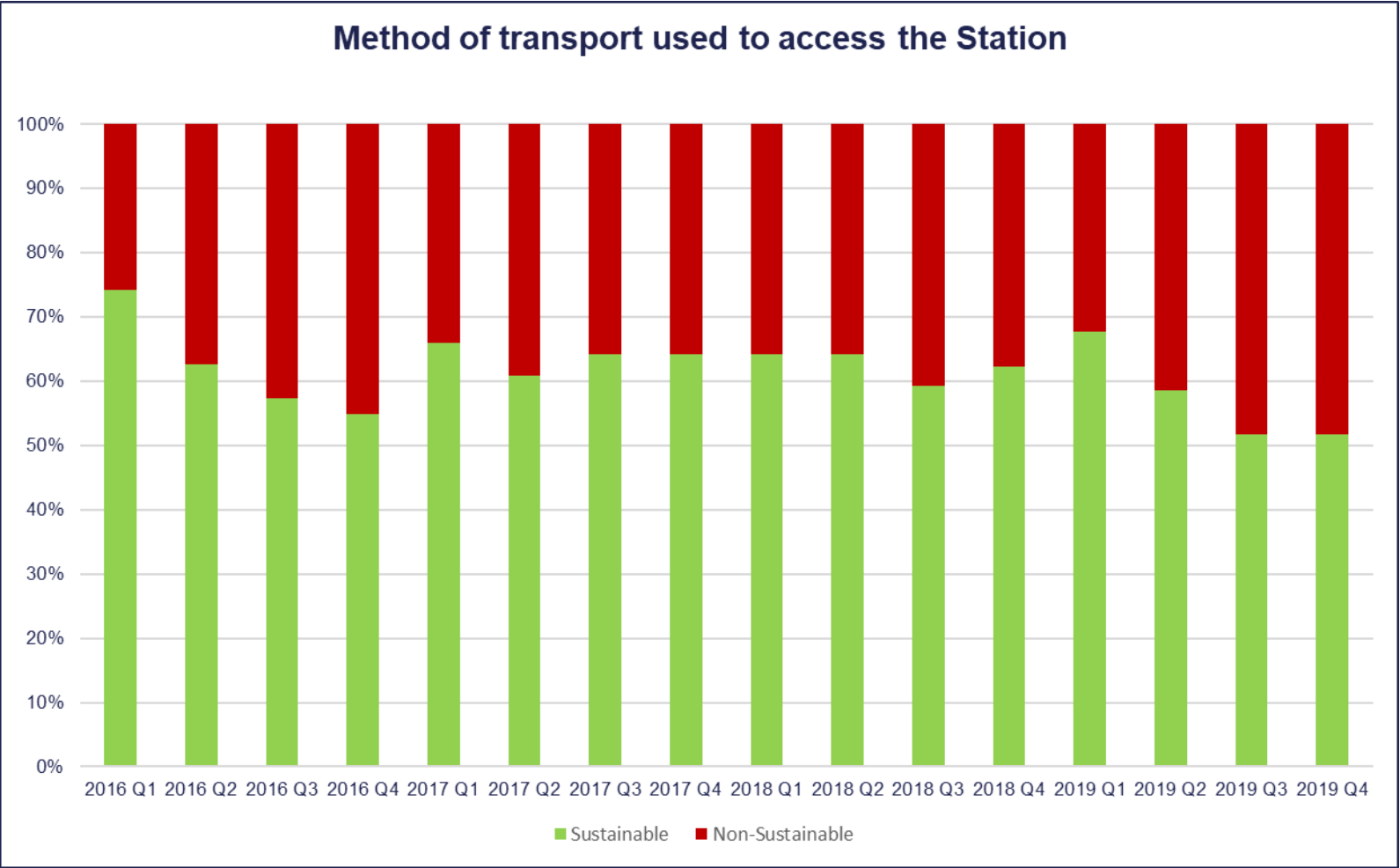
Shadow National Rail Passenger Survey



A new cycle hub was installed at the station in 2016 triggering the spike which can be seen. Since then scores have remained higher than previously, but are not as strong as may have been expected based on the quality of the facility provided.

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	

As with other town centre stations, there is a stronger tendency toward sustainable modes of access to the station.

Evaluation

Summary of findings

As a large town centre station, Huddersfield benefits from fantastic links to other modes of transport, especially bus services with the bus station conveniently positioned just up the hill from the station, and a good quantity of bus stops to the front of the station.

It also connects well with the town centre for pedestrians, offering a number of safe walking routes, with good crossing points in most directions.

Where the station struggles is its accessibility by car. The limited size of the car park could be off putting to some who would otherwise use the station, and continue their journey by train. There are a number of car parks surrounding the station, with St Georges Quarter providing the greatest capacity on the far side of the station, however the walking route to this car park requires customers to pass under the railway and up through St George's Square.

A lot of investment has been put into improving the cycle parking at the station, which has delivered the new hub, which is now at 80% capacity. Options for expansion of the hub are now being explored.

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
Car Parking	Seek to remove obstructions behind blue badge parking bays which restrict access for wheelchair users	M	Kirklees	March 2021	No risk identified	M	Kirklees / WYCA required to lead on this activity.
	Seek to identify a walking route from the station car park to the station entrance.	L	To be determined	March 2021	No risk identified	M	Coordinated workstream required between Kirklees / WYCA and TPE
	Explore opportunities to increase car parking capacity around the station	H	To be determined	Ongoing	Town centre congestion	H	This remains a challenge due to the lease area of the station. TransPennine Route Upgrade and HD1 developments may unlock opportunities.
Cycle Parking	Encourage greater use of the new cycle parking hub and remove Sheffield Stands from Platform 1	M	None required	March 2019	No risk identified	H	ACTION COMPLETE Stands have been removed from Platform 1, giving more operational space on the platform. Options for expansion of the Hub are being pursued.
	Explore options to offer electric bike charging points in the cycle parking hub (incl additional branding)	L	To be determined	Dependent on Funding	No risk identified	L	This remains an aspiration, but funding cannot currently be found for this activity.
Cycle Hire	Explore opportunities to work with the council to capitalise on any opportunity to offer cycle hire from the station through a town-centre dockless bike hire scheme.	M	None required	As opportunity arises	No risk identified	L	TPE engaging with Mens Shed project located on Platform 1 at the station to explore opportunities to promote hire.
Cycling	Improve cycle routes to/from the station, providing off-highway routes	M	To be determined	Ongoing	No risk identified	M	Kirklees / WYCA required to lead on this activity. TPE can access funding through the DfT Cycle Rail Fund.
Car Hire / Sharing	Promote the Enterprise Car Club scheme at the station as a means of onward travel	L	None required	March 2021	No risk identified	M	No progress made
Walking	Refresh pedestrian wayfinding signage near bus station to ensure the signage to the station is visible	L	Kirklees	March 2021	No risk identified	L	Kirklees / WYCA required to lead on this activity.
Bus Routes	Engage with the Local Authority and Combined Authority to improve the promotion of bus routes to/from the station	M	To be determined	March 2021	No risk identified	M	No progress made