

# Station Travel Plan Barnetby

## 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'*

Over the next two years, TransPennine Express is undertaking Station Travel Plans for the 19 stations where they are currently the Station Facility Owner (SFO).

### Why Develop a Station Travel Plan?

Demand for rail is growing. More people are choosing to travel by rail and demand has risen to its highest point since 1920, and it is set to keep on rising, with predictions that demand will more than double within the next 30 years.

This increase means that more and more people are travelling to and from our stations, with cars often being the number one choice for getting to/from the station, either parked up or for drop off/pick up. All of this meaning that car parking and suitable infrastructure for drop off/pick up is becoming a major issue for our customers.

TransPennine Express along with other Train Operating Companies has fared poorly in the National Rail Passenger Survey undertaken by Transport Focus for car parking provision, achieving a satisfaction score of 46% in the Spring 2016 survey, with a national average of 48% and long distance operator average of 57%. In Autumn 2016, the scores were 50% nationally, 61% for long distance operators, and 51% for TransPennine Express.

The NRPS Survey also measures customer satisfaction for 'Connections with other forms of transport'. TransPennine Express fairs better in this category, achieving 78% in the Autumn 2016 survey, however this is still below the long distance operator average of 80%, and national average of 76%.

We are responding to these issues and, within the next 2 years, will introduce 125 additional parking spaces across our network. We will also be working closely with local authorities and transport providers to promote other modes, improve connectivity and enhance facilities at the station to improve the accessibility by all modes.

We will use the Station Travel Plan as a tool to identify where the opportunities exist to improve intermodal access and promote sustainable travel, with clear objectives being set out. Each plan is designed to:

- Act as a point of reference for station accessibility, establishing a 'current' position
- Assess the factors which may be affecting accessibility to each station by other modes
- Identify a range of potential improvements and establish plans to implement them

## Process

The process for developing the Station Travel Plan is being led by TransPennine Express, with a commitment to produce a Station Travel Plan for each of the 19 stations which the franchise manages within the first two years of the franchise, and maintain them for the remainder of the franchise term.

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 stakeholder 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 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 where demand exists 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.

## Local Area

### Station Details and Local Government

**Station Address** Barnetby Railway Station  
Kings Road  
Barnetby  
DN38 6DG

**Station Manager** David Hatfield  
Group Station Manager (Humber)

**Local Authority(s)** North Lincolnshire Council

**Summary** 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 train spotters due to the amount of freight trains which can be seen running to and from Immingham.

## Transport Hubs and Interchanges

### Getting there from the Railway Station

#### Humberside International Airport

Offering daily flights to various holiday destinations, and helicopter services to oil platforms in the North Sea.

<b>Walk:</b>	3.4 Miles	1 hour 6 Minutes
<b>Cycle:</b>	3.4 Miles	18 Minutes
<b>Bus:</b>	Route 68	20 minutes
<b>Car/Taxi:</b>	3.1 Miles	6 Minutes

*Includes 6 minutes walking*

## Train Service Summary

### TransPennine Express

**To/From:** Cleethorpes  
**Via:** Grimsby Town  
**Frequency:** Hourly (each way)  
**Journey Time:** 32 Minutes  
**Timetable Ref:** Cleethorpes, Doncaster and Sheffield to Manchester Airport

**To/From:** Manchester Airport  
**Via:** Scunthorpe, Doncaster, Meadowhall, Sheffield, Stockport, Manchester Piccadilly  
**Frequency:** Hourly (each way)  
**Journey Time:** 2 Hours 34 Minutes  
**Timetable Ref:** Cleethorpes, Doncaster and Sheffield to Manchester Airport

### East Midlands Trains

**To/From:** Newark North Gate  
**Via:** Market Raisin, Lincoln, Hykeham, Swinderby, Collingham  
**Frequency:** 8 services per day (each way)  
**Journey Time:** 2 Hours 34 Minutes  
**Timetable Ref:** 8

**To/From:** Grimsby Town  
**Via:** Habrough  
**Frequency:** 8 services per day (each way)  
**Journey Time:** 1 Hour  
**Timetable Ref:** 8

## Stakeholders

### Rail North

Rail 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.

Rail North'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 (Formerly ATOC)

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](http://www.atoc.org/about-atoc)

Source: [www.raildeliverygroup.com/about-us](http://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.

## 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 well being 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 and Community Rail Partnerships

**North Notts and Lincs Community Rail Partnership**

**Friends of the Brigg & Lincoln Lines**

## Site Audit: Station Facilities

### Station Opening Hours and Staff Provision

	First Service		Last Service		Staffed Hours	Booking Office Hours
	Departing	Arriving	Departing	Arriving		
Monday to Saturday	05:32	06:14	20:34	23:34	This is an unstaffed station	
Sunday	09:53	11:10	20:53	23:38		

### Ticket Buying Facilities

	<b>Ticket Vending Machine</b> Available on the Platform
Purchasing tickets on the day	✓
Purchasing advance tickets	✗
Season tickets – weekly	✓
Season tickets – monthly	✗
Season tickets – quarterly	✗
Season tickets – annual	✗
Purchasing railcards	✗
Collecting pre-paid tickets	✓

### Gatelines & Revenue Protection

There are no fixed gatelines installed within the station. There is no revenue protection presence within the station except when requested to support major events. Tickets are checked on board the train by the conductor.

### Waiting Facilities

#### Platform 1 / 2

There is a waiting shelter available on the platform with perch seating. Benches are also available along the platform.

#### Platform 3 / 4

There is a waiting shelter available on the platform with perch seating. Benches are also available along the platform.

### Toilet Facilities

There are no toilet facilities at this station.

### Help and Information Inside the Station

#### Customer Information Screens

Customer Information Screens with train service details are available on each platform. Automated announcements keep customers informed of train services along with safety and security advice.

#### Information Desks / Points

There is no information point at this station. Customers requiring help and advice are advised to use the help points or contact Customer Relations.



# Station Travel Plan

## Barnetby

### Customer Help Points

Customer help points are available on each platform at this station.

### Maps

A map of the local area is displayed at the main road entrance to the station. This poster also gives onward travel information including bus routes and local taxi suppliers.

### Leaflets and Timetables

Timetables are displayed as posters at this station. As there is no booking office at this station, leaflets are not available, but can be requested from Customer Relations.

### Real-Time Bus Information

There is no real time bus information available at this station.

## Station Accessibility

All areas of Barnetby station are accessible via ramps to/from the footbridge. Help points are available at the station entrance and on each platform. Hearing loops are installed throughout the station.

## Retail Outlets

There are no retail facilities at this station

## Other Facilities available at the Station



The station is covered by CCTV throughout

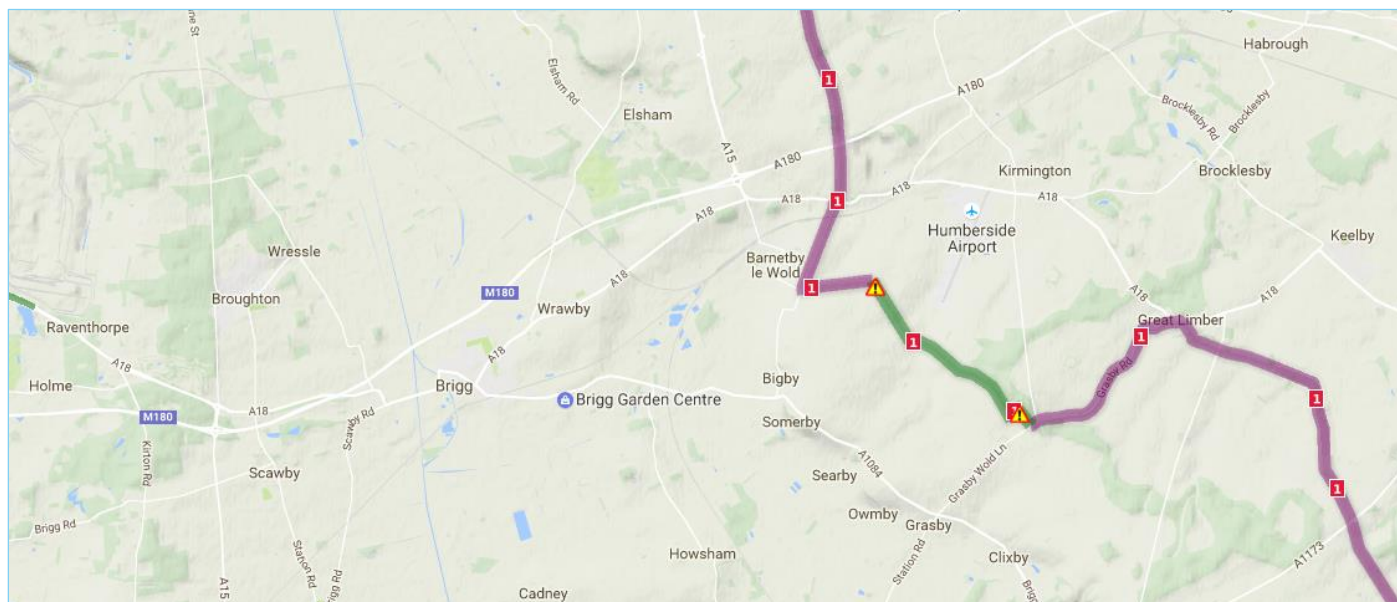


1 public telephone is available next to the ticket office

## Site Audit: Accessibility by Bicycle

In all of our Station Travel Plans, we have used the Sustrans website and details of the National Cycling Network to carry out an initial survey of the cycling routes which are available near our stations. The site audit then looks to identify where signage and other 'local' routes exist which require documenting or developing.

## 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](http://www.sustrans.org.uk/ncn/route)

## 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.

## Cycle Signage

There is no cycle wayfinding within the vicinity of the station or within the station building, directing customer to the cycle storage facilities.

## Cycle Storage

### Station Entrance



<b>Spaces</b>	12
<b>Storage Type</b>	Toast rack
<b>Security</b>	Covered by CCTV
<b>Utilisation</b>	0%
<b>Weather Protection</b>	There is no weather protection for this cycle storage

*\*Cycle Storage Utilisation figures taken from the 2016 Association of Train Operating Companies (now Rail Delivery Group) annual cycle survey.*

## Site Audit: Accessibility by Bus

### Bus Stops

The closest bus stop to Barnetby Railway Station is located on Kings Road, which is the main road running through the village. This is a 1 minute walk from the station. There is a bus stop at the station entrance, however access is limited. Service vehicles do not make use of this stop, and rail replacement coaches are unable to turn in this area, so it is used by minibuses only.



*Station Bus Stop*

### Bus Routes

Route	Operator	To/From (and Vice Versa)	Via	Frequency
68	Hornsbys	Brigg Leisure Centre / Ulceby	Brigg Cary Lane, Wrawby, Barnetby, Melton Ross, New Barnetby, Kirmington, Croxton, Wooton	6 services per day
366	Hornsbys	Scunthorpe / Goxhill	Scawby, Brigg, Wrawby, Barnetby, Melton Ross, Kirmington, Croxton, Wooton, Ulceby, Thornton Curtis, Barrow upon Humber, New Holland	2 services per day (Saturday Only)
640	North Lincolnshire Council	Scunthorpe / South Ferriby	Scunthorpe, Brigg, Wrawby, Barnetby, Melton Ross, Elsham, Worlaby, Bonby, Saxby, Horkstow	1 Service per day (College days only)

## Site Audit: Accessibility by Car

### Road Access

Barnetby village has excellent road connections to the major conurbations in the region. Hull can be accessed via the A15 and A63, Grimsby and Cleethorpes via the A180. The motorway network is also within easy reach, providing good links to Doncaster, Sheffield, Leeds and across to Manchester, which makes Barnetby a good spot for commuters.

All of these links are via 'Barnetby Top' roundabout which is at the top of the village.

### Car Parking Provision

There is no designated station car park, and no local car parks. Rail users park along the access road to the station. There is space for approximately 12 cars in this area.

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



### Drop Off / Pick Up Points

There is no allocated drop off / pick up location for this station. Many customers are dropped off / picked up from the station access road, with taxis and cars waiting in the turn-round area/bus stop.

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## Site Audit: Accessibility by Taxi

### Black Cabs

There is no taxi rank available at the station

### Mini Cabs / Private Hire

As there is no drop off / pick up point at the station, minicabs use the station access road, waiting in the turn-around area. The principal minicab operators in the area are:

Firm	Telephone Number
Abacus	01652 681 773
Cary Lane	01652 656 206
Petes	01652 659 524



### Site Audit: Accessibility by Walking



*Station Approach*

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.

## Analysis: Station Usage

### Station Footfall

<b>Station Entries</b>	Full Price Tickets	340,195
	Advanced Fare Ticket Holders	232,806
	Season Ticket Holders	92,725
	Total	665,726
<b>Station Exits</b>	Full Price Tickets	340,195
	Advanced Fare Ticket Holders	232,806
	Season Ticket Holders	92,725
	Total	665,726
<b>2015/16 Station Entries &amp; Exits</b>		1,331,452
<b>2014/15 Station Entries &amp; Exits</b>		1,351,494
<b>2015/16 Station Interchanges</b>		78,844



## Analysis: Customer Feedback

### NRPS Results

The National Rail Passenger Survey is carried out by Transport Focus twice per year, and uses a standardised set of questions to score each train operators services. The results below are for TransPennine Express as a whole, considering all of our managed stations. These scores include feedback relating to 11 stations in Cumbria and the North West which were remapped to Northern Rail as part of the refranchising which took place in April 2016.

### Overall Scores for TransPennine Express

	Autumn 2015			Autumn 2016		
	National	Long Distance	TransPennine Express	National	Long Distance	TransPennine Express
Overall satisfaction with the station	81%	86%	87%	81%	86%	86%
Connections with other forms of public transport	76%	78%	78%	76%	80%	78%
Facilities for car parking	50%	79%	49%	50%	61%	51%

TransPennine Express scores are in line with other long distance operators for most categories, however 'facilities for car parking' are noted as scoring poorly in comparison.

### Station Specific Scores for Barnetby

Due to sample sizes, there is no station specific data available for Barnetby

## Shadow NRPS Results

The Shadow NRPS is a survey undertaken by TransPennine Express to mirror the Transport Focus survey, and allows us to chart our performance on a more regular basis, and segregate the data in a number of different way.

The categories are the same as for the Transport Focus survey, and can similarly be split by station.

	2016/17 Quarter 1	2016/17 Quarter 2	2016/17 Quarter 3
Overall satisfaction with the station	91%	90%	63%
Connections with other forms of public transport	70%	16%	9%
Facilities for car parking	28%	18%	0%
The car park being safe and secure	43%	33%	Not recorded

Overall satisfaction scores well for Barnetby in Q1 and Q2, but has shown a drop in Q3. All other scores relating to travel to/from the station are poor.

Connections with other modes of transport scores just 16% in Q2, and 9% in Q3. These scores represent the stations connections with buses, taxis, cars etc. The station is well placed for those living in Barnetby, however connections to surrounding villages can be considered somewhat reliant on car usage due to the service pattern of the buses in the area.

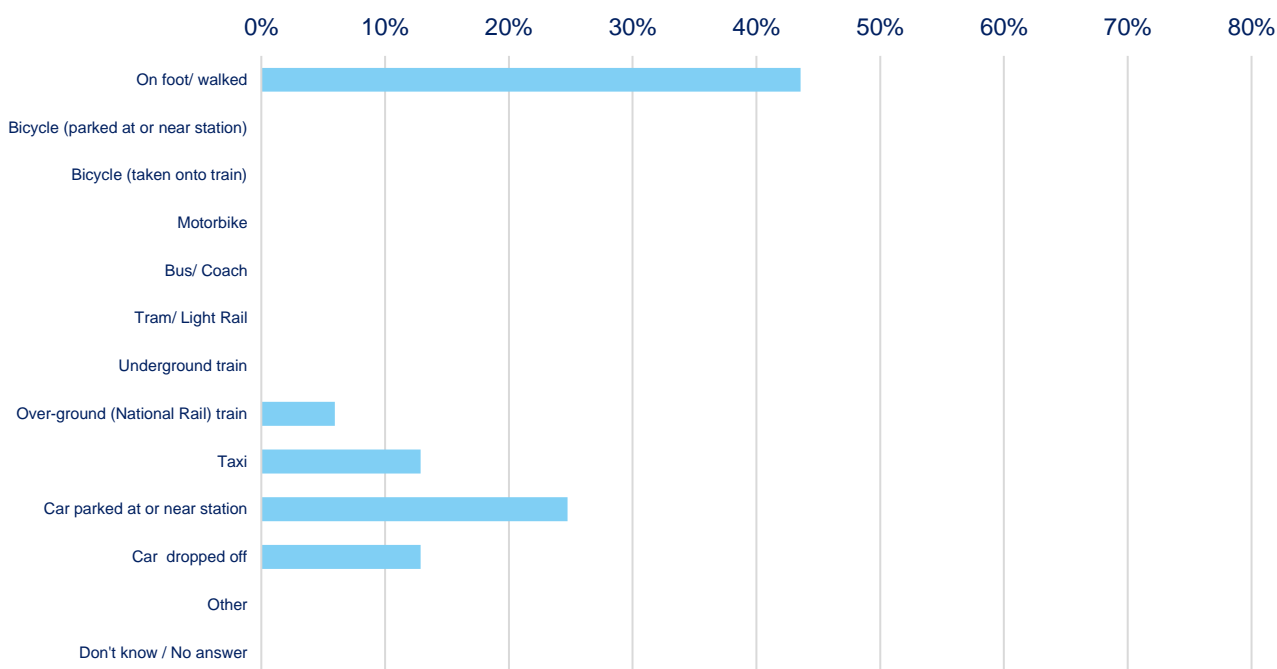
The scores for car parking facilities are no surprise given the small quantity of spaces available along the station approach road. The spaces are not marked, and as such, the number of spaces available could vary dependent upon how cars are parked. Barnetby is also a known favourite amongst train spotters due to freight movement in the area, so there is a chance that some capacity is being taken by train spotters who are not using the station or services for travel.

## Shadow NRPS Question Breakdown

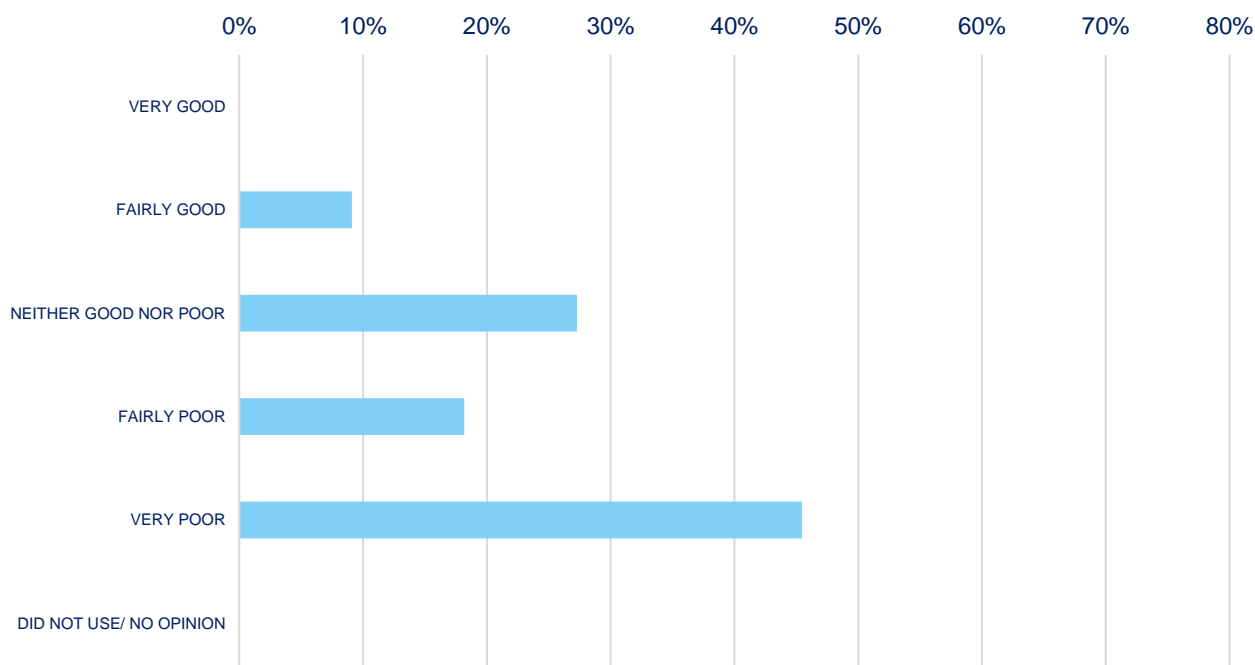
Within the Shadow NRPS results, we have the ability to carry out analysis by question, with the responses categorised by station. These results are taken from Quarter 3 feedback.

The responses to specific questions have been extracted from the survey results where they provide insight into customer behaviours for accessing the station.

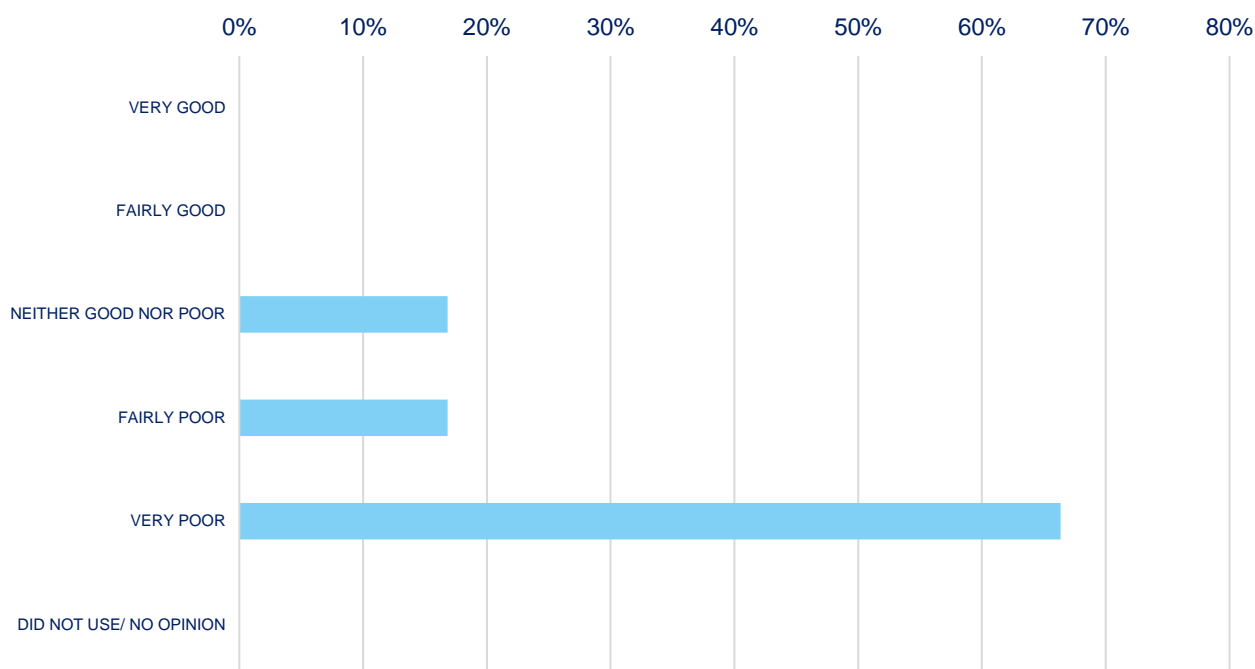
### Which methods of transport did you use to get to the station today?



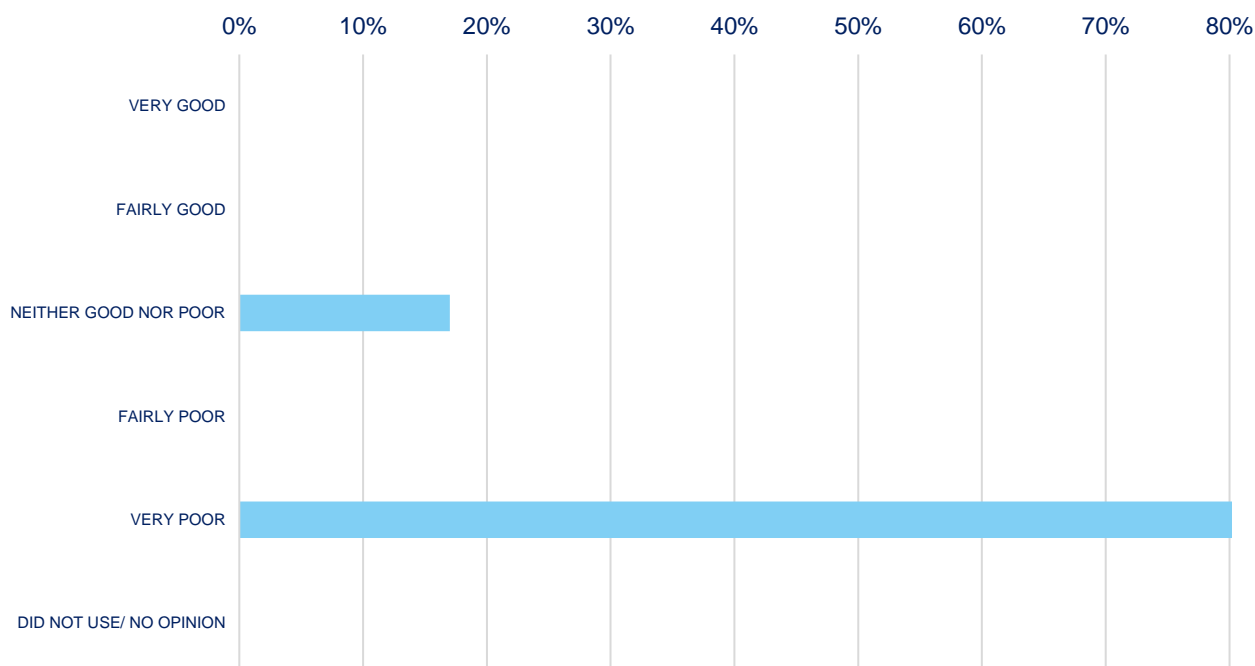
### How would you rate this station for connections with other forms of public transport (e.g. buses, taxis, trams etc.)?



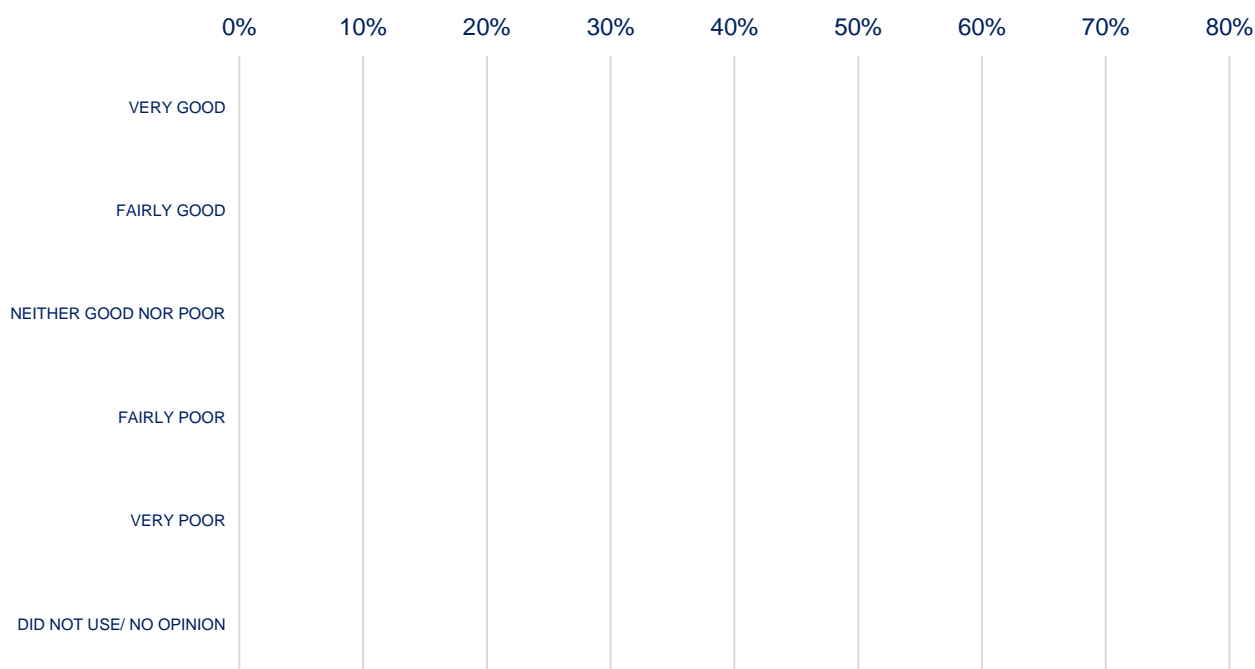
### How would you rate this station for facilities for car parking?



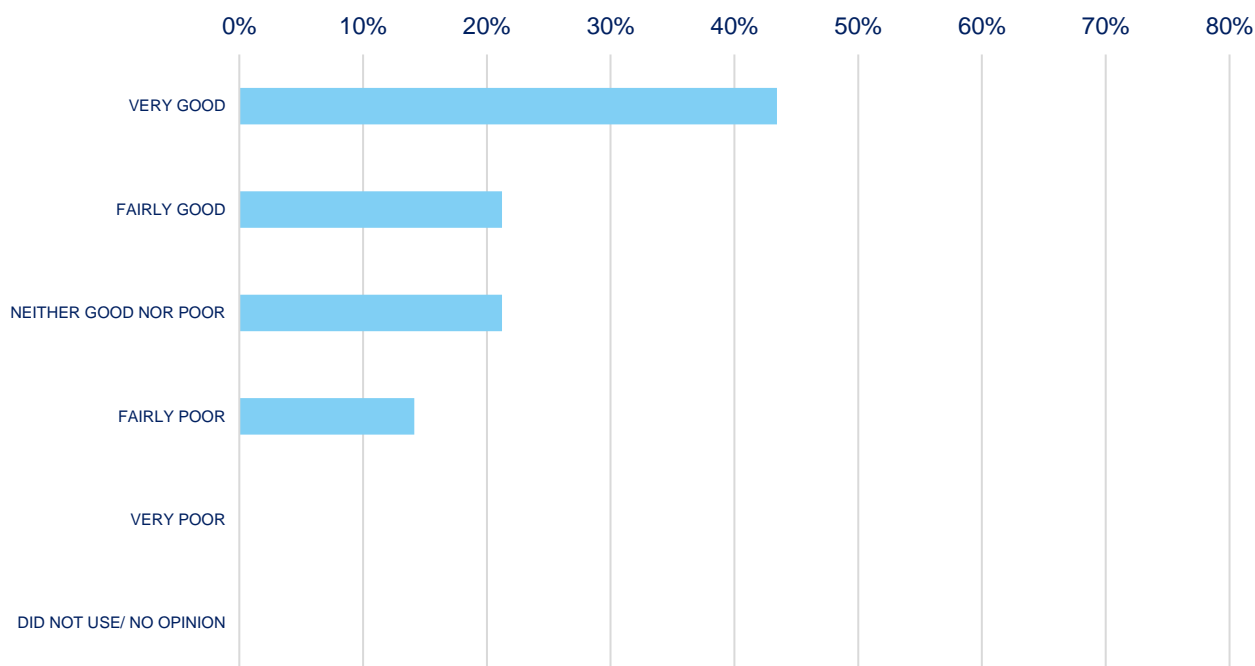
### How would you rate this station for the number of spaces available to park in the car park?



### How would you rate this station for facilities for bicycle parking?



### How would you rate this station for your personal security whilst using that station?



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## Shadow NRPS Question Breakdown Summary

It is unsurprising that walking is the most popular mode for accessing Barnetby Station given its position at the centre of the village.

This is also likely to be driven by a lack of car parking at or close to the station, which has driven rail users to seek alternative modes. We can see from the scores for 'Facilities for car parking' and 'number of spaces to park' that this is an area which needs addressing, however, any improvements to car parking should be met by similar improvements to cater for travel by more sustainable modes.

From the data, it can also be seen that a number of users of the station are dropped off. It is likely that if the car park were larger, these people may park at the station instead.

The lack of cycle usage is disappointing, due to the lack of respondents selecting cycling as their method for accessing the station, it is not possible to evaluate how this scores for quality but it is likely to be a driving factor behind customers choosing not to adopt this mode.

'Connections with other modes' and 'method' shows that buses are not commonly used as a means of accessing the station, and it is likely due to a lack of suitable connections. This should be considered as an area of focus for improving connectivity to the station by sustainable means.

## 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 quite 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 the 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. There is also no formal car park at the station, with customers parking along the side of the approach road, which leads to the station, Network Rail depot and pub. This area is often filled by commuters and enthusiasts, limiting the ability for leisure travellers to access the station by car.

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.

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.

## Evaluation: Stakeholder Feedback

Feedback was requested from the following stakeholders:

- North Lincolnshire Council
- Sustrans
- Rail Delivery Group
- TransPennine Express Group Station Manager – Humberside

A technical review has also been carried out by experts at the Institute of Transport Studies at Leeds University.

Comments provided by the stakeholders have been incorporated into the Station Travel plan where possible.

## Planning: Franchise Commitments

Committed Obligation	Due Date
<p><b>Supporting partnerships with other transport providers</b></p> <p>Consistent with the Franchisee's proposal, in order to increase passenger numbers on the Passengers Services and promote the use of public transport more generally, the Franchisee shall support: (a) partnerships with other transport providers and industry representatives including Passenger Transport Executives relevant to the Franchise, metro and tram operators, other Train Operators, bus operators and cycling organisations; and (b) the implementation and promotion of local ticket schemes allowing the use of multi-modal transport within specified geographic areas</p>	Throughout Franchise Term
<p><b>Reuse of Cycle Parking Infrastructure</b></p> <p>By 31 March 2018 the Franchisee shall undertake a review (a "Cycle Review") of the cycle parking spaces and introduce cycle parking spaces by utilising the Existing Cycle Parking Infrastructure. The number of cycle parking spaces to be introduced at each such Station shall be determined by the Franchisee in accordance with the demand for cycle parking spaces as established by the Cycle Review.</p>	31.03.2018
<p><b>Cycle Information Signage</b></p> <p>By 30 March 2018 the Franchisee shall, install dedicated cycling information signage within each Station ("Cycle Signs") and publish cycling information on its website. The Franchisee shall adopt a common standard for all Cycle Signs installed at each such Station</p>	31.03.2018
<p><b>Cycle Charter</b></p> <p>By 30 March 2017 the Franchisee shall, in consultation with Sustrans, develop a cycle charter which sets out the Franchisee's aims and objectives for cycle-rail access across the Franchise including how the Franchisee will fulfil its obligations under paragraph 6 of Schedule 1.4 (Passenger Facing Obligations)).</p>	31.03.2017



## Planning: Objectives, Targets & Actions

### Objectives

1. Encourage travel to/from our stations by sustainable methods.
2. Increase awareness of the facilities which are available at our stations and in the surrounding area to support travel by sustainable modes e.g. cycle infrastructure and storage facilities.
3. 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.
4. Implement innovative solutions to enhance the experience of travelling to/from our stations by sustainable methods.
5. 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

1. Increased cycle storage utilisation, or, where cycle parking provision is increasing, maintain the utilisation rate pro-rata.
2. Year-on-Year percentage increase for modal share by sustainable methods (initial survey to act as a benchmark for target setting).

### Actions

In addition to the **Franchise Commitments** highlighted in this document, TransPennine Express has over 400 other commitments which will be delivered 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, or relining car parks to provide additional blue badge parking. The specific works for this station are not referenced in this document.

Additionally, specific actions have been identified to supplement these commitments and minor works, and ensure that TransPennine Express is working to offer sustainable transport options for travel to and from its stations.

Each action has been written to be **SMART**

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

# Station Travel Plan

## Barnetby

### Action Plan

Theme	Description	Impact	Funding Source	Deadline	Risk	Priority
<b>Public Transport</b>	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.	High	To be determined	Within 12 months	No risk is associated with this activity	High
<b>Interchange to the Airport</b>	Work with Humberside International Airport and local transport providers to publicise a link to/from the airport by rail.	High	To be determined	Within 12 months	No risk is associated with this activity	High
<b>Marketing</b>	Make updates to the station map to reflect changes to the station facilities, and ensure that any new or amended maps are uploaded to the TPE website, National Rail Enquiries and changed on the station welcome posters.	Low	None required	To be incorporated as part of the station change procedure	Out of date and incorrect information in the public domain	High
<b>Information</b>	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.	Medium	To be determined	Annually	No risk is associated with this activity	Medium
<b>Cycling</b>	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.	Low	None required	Quarterly	No risk is associated with this activity	Medium
<b>Cycling</b>	Where new cycle facilities are installed, host a launch event with activities such as security marking or repair sessions, working with local bicycle shops.	High	To be determined	To be delivered as part of any new shelter installation	Lack of attendees Lack of suitable local organisations	Medium
<b>Car Parking</b>	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.	Low	None required	Quarterly	No risk is associated with this activity	Medium
<b>Car Parking</b>	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 scoped and implemented within 12 months	Promotion of car sharing may promote car usage	Medium

## Appendix 1: Station Map

