

Station Travel Plan

Hull, Selby & Brough

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). This document serves as an update to the Station Travel Plan produced by First/Keolis TransPennine Express in the interim.

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 being the number one choice, meaning that car parking is becoming a major issue for our customers. TransPennine Express amongst 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%.

The NRPS Survey also measures customer satisfaction for 'Connections with other forms of transport'. TransPennine Express fairs better in this category, achieving 71% in the Spring 2016 survey, however this is still below the long distance operator average of 78%, and national average of 75%.

We are responding to these issues, and within the next 2 years, will introduce 125 additional parking spaces across our network, and will be working closely with local authorities and transport providers to promote other modes, reducing the number of customers arriving at the station by car.

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
- 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

Local Area

Station Details and Local Government

| | |
|---------------------------|---|
| Station Address | Hull Paragon Station Ferensway Kingston-upon-Hull North Humberside HU1 3QX |
| | Brough Railway Station Station Street Brough East Riding of Yorkshire HU15 1DZ |
| | Selby Railway Station Station Road Selby North Yorkshire YO8 0NW |
| Station Manager | David Hatfield Group Station Manager (Humberside) |
| Local Authority(s) | North Yorkshire County Council Hull City Council East Riding of Yorkshire Council Selby District Council |
| Summary | <p>The route from Hull through Brough, Selby and on to Leeds forms part of the North route for First TransPennine Express services.</p> <p>Hull is a large city on the northern bank of the River Humber and is a significant transport hub for P&O North Sea ferries. Hull is the UK Capital of Culture in 2017 and is hosting a range of events to celebrate this.</p> <p>The community of 'Brough' actually includes Brough and Elloughton, along with a large part of the village of Welton. Selby is a larger town in between Brough and Leeds, with significant commuter flows into Leeds and York.</p> |

Rail Services

TransPennine Express provide a standard hourly service to and from Hull, calling at Brough, Selby, Leeds and other intermediate stops through to Manchester Piccadilly.

Services to Hull, Goole, Scarborough, Beverley, Bridlington, Doncaster, Sheffield and York are operated by Northern Rail.

There are also several direct trains each day to and from London Kings Cross, provided by First Hull Trains and Virgin Trains East Coast.

Using TPE trains, the journey time from Leeds to Selby is approximately 20 minutes. Leeds to Brough takes approximately 42 minutes, and Leeds to Hull takes an hour.

The most significant station in terms of passenger traffic is Hull, reflecting the city that it serves and the strategic importance of rail links to major cities across the North. The stations at Brough and Selby also play an important role in supporting the regional economy, with a significant number of people using these stations to commute to the cities of Leeds, York, Hull and Manchester.

In recent years there has been a growing tendency for people from a wide area of Northern Lincolnshire to cross the Humber Bridge to commence their journeys at Brough, because it gives better access to main line routes. Brough is also a significant station for people travelling from the Beverley area, .

Stakeholders

Rail North

Rail North works with the Department for Transport and other bodies to specify and deliver high-quality rail services, 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

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. 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.

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Sustrans also 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 Yorkshire County Council

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

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

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

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

- Economic Growth - Contributing to economic growth by delivering reliable and efficient transport networks and services
- Road Safety - Improving road and transport safety
- Access to Services - Improving equality of opportunity by facilitating access to services
- Environment and Climate Change - Managing the adverse impact of transport on the environment
- Healthier Travel – Promoting healthier travel opportunities

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

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

East Riding of Yorkshire Council

East Riding of Yorkshire Council has identified the following six strategic objectives for its Local Transport Plan, reflecting both national and local priorities:

- Objective 1: Improve the maintenance and management of the existing transport network
- Objective 2: Support sustainable economic growth and regeneration
- Objective 3: Reduce carbon emissions
- Objective 4: Improve road safety
- Objective 5: Support and encourage healthy lifestyles
- Objective 6: Improve access to key services

The Council's LTP Rail Strategy assesses train services and facilities across the East Riding and neighbouring authorities, considering footfall at local stations, tourism, reasons for travel, integrated transport, the important role that rail services play in the local economy, and regional and national links across the rail network.

The aim of the LTP Rail Strategy (2015 to 2029) is: ‘The Council will work in partnership with rail operators and user groups to improve accessibility to stations, particularly by sustainable transport modes, and support measures to integrate rail travel and other transport modes’.

Hull City Council

Hull City Council published a third local transport plan covering the period 2011 to 2026. This aligns the plan with the city's emerging local development framework. The Council's vision for transport is as follows:

'To provide and develop a safe and efficient transport system that contributes to the social, environmental and economic wellbeing of the residents, businesses and visitors to the City and provides equal opportunities for everyone to access key services using, where possible, 'green' alternatives to the private car.'

This vision has been expanded into four local objectives:

- To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes to the City in the health, housing, education, and employment sectors.
- To maintain and improve road safety on the City's road network.
- To help facilitate the regeneration of the City and the expansion of the Port of Hull in a sustainable manner.
- To promote a healthier City through improving air quality and encouraging active travel.

Community Rail Partnerships and Rail User Groups

Yorkshire Coast Community Rail Partnership (YCCRP)

Hull & East Riding Rail Users' Association

Selby District Rail Users Group

Objectives & Targets

Objectives

The strategic objectives applied are consistent across all TransPennine Express stations. They are designed to promote accessibility by all forms of travel to each station, recognising that rail is a sustainable mode of transport and there are a number of wider economic and environmental benefits from greater use of railways.

These strategic objectives represent a long term ambition for the transport network and are not expected to be achieved within the short term. However, setting the long term aspirations for accessibility to all railway stations allows us to work towards consistent standards across the network.

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

Site Audit: Hull Station

Passenger Facilities

Hull station is a listed building and can be found within Hull Paragon Interchange. It is a truly integrated station with bus, rail, cycle and pedestrian facilities all present.

The station has six operational platforms catering for inter-city, regional and rural trains. Within the station building is a travel centre with six staffed counters, including height-adjustable desks. This facility is open 05:30 to 20:00 Monday to Saturday and 08:15 to 19:15 on Sundays.

As Hull is the UK City of Culture for 2017, a specific information point has been established in one of the former retail units close to the station entrance.

Large scale improvement works are taking place at the station throughout 2017, including the installation of a new customer waiting room and customer information desk, new toilet facilities and several new retail units on the site of the former Pumpkin coffee shop and pavilion.



Pedestrian Access

The station is located in the city centre and the local pedestrian network linking with the town centre is good, with traffic crossings, dropped kerbs and tactile paving throughout. There are several entrances to the station including from Ferensway (front entrance), via the bus concourse and from Anlaby Rd (side entrance).

Near the short stay car park on the south side of the station, there are a number of footpaths that are narrow and not well lit.



Cycle Access

Hull Cycle Hub is located within the station, offering a range of services from safe and secure parking (with 160 spaces), cycle hire and a maintenance and repair service. This is such a useful facility that additional signing could help to promote it.

In addition to the cycle hub, there are covered Sheffield stands located on Platforms 2 and 7, though due to their location and lack of CCTV cover. Individual stands are also located at the entrance from the town centre and from the car park.



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Hull City Council have produced an excellent range of leaflets and maps to promote cycling in the city. These include the details of advisory routes and other facilities that can be accessed by bike.

National Cycle Route 65 passes in close proximity to the station, though there are no signs currently in place to advertise this. This route runs from Hornsea to Middlesbrough and also forms a part of the coast to coast Trans Pennine Trail, between Southport and Hornsea. The route itself is fully signed in both directions, and also forms part of the European Long Distance walking route (E8) from Cork to Istanbul.

In addition, a signed cycle route west bound north of the station, through the car park and Londesborough Street area, would help provide access to the KC Stadium and Airco Arena.

Vehicle Access

The station has both long stay and short stay car parking facilities, and though these are well used there are no concerns regarding capacity.

The long stay parking has 280 spaces and is located next to the bus interchange. The short stay/set down area is accessible from the A1105 (Anlaby Road) with a maximum 20 minute wait.

There is a taxi rank at the front of the station although the restricted layout of this creates conflicts with pedestrians. Taxi access is through a narrow junction that is shared with a neighbouring hotel.

Bus Connectivity

PlusBus is in operation at Hull Station for day and season tickets, but this does not extend to Barton-on-Humber, a bus connection that is recommended in local rail timetables.

The bus terminal has 38 bus and 4 coach stands, and is ideally located next to the railway station with ramp free access in between.

There are bus departure screens which display timetable information, but do not show bus services in real-time.

Passenger facilities in the bus station could be improved with the addition of toilets at this end of the site, and potentially an assessment of passenger waiting areas; the current benches only have space for 2 people, though the movement of pedestrians along the building is a key consideration.

There are many passengers arriving in Hull by rail who are heading for the P&O North Sea Ferries to Rotterdam or Zeebrugge. The P&O North Sea Ferries website explains how to get from Hull Station to the docks, but there is currently nothing on the station or in TPE's own publicity to direct these passengers to the connecting bus to the ferry terminal.



Site Audit: Brough Station

Passenger Facilities

Brough has two platforms, with a car park on each side of the station. Platform 1 (for eastbound services to Hull, Beverley, Bridlington and Scarborough) is accessed via the Station Road car park. Platform 2 (for westbound services to Selby, York, Leeds, Doncaster, Sheffield, Manchester and London) is accessed via the King Edwards Terrace car park. Brough Station is widely advertised as a main line station, with people from across East Yorkshire and Lincolnshire using this station.

The building on Platform 1 houses the ticket office and waiting room (with live departure screens), a taxi booking office, seating, a self-service ticket machine and a vending machine. There is also cycle parking available on platform 1. The ticket office is open Monday to Saturday from 05:15 to 19:45 and from 09:00 to 18:30 on Sundays. Platform 2 has a mobile coffee kiosk, waiting room, further cycle racks and seating.

Brough station benefits from electronic display boards showing real time travel information on both platforms. There are also help points on both platforms providing information and emergency assistance.

There are currently no toilets at this station.

Pedestrian Access

Brough station is very accessible for those with mobility constraints, with the whole of the station having step free access.

The quality of pedestrian infrastructure on routes around the station is relatively good, including surfaced footways with dropped kerbs in key locations to assist pedestrian movement. The station is approximate 750m from the town centre.

Pedestrians can access Platform 1 via Station Road or use an off-road pedestrian/cycle route that runs alongside the north of the railway line between Skillings Lane and the station car park. This is an attractive and direct route to and from the station.

There is another pedestrian/cycle link between Saltgrounds Road and King Edwards Terrace that provides access to Platform 2. This provides an excellent link between the station and BAE and the Local Enterprise Zone on Saltgrounds Road. 'The Burrs' provides pedestrian access to Station Road from the residential area to the north of the station. Again, this is a quiet and attractive route with street lights.

There is a pedestrian sign directing passengers to the rail station from King Edwards Terrace, just before the station car park entrance.



Cycle Access

The local area is very suitable for cycling, due to a flat terrain, relatively low traffic levels and the short distance from all residential areas. The routes from Skillings Lane and Saltgrounds Road have been converted to shared use footway/cycleways to improve access for cyclists.

Ten Sheffield stands are positioned under the ramp on Platform 1 and there are 15 Sheffield stands under the ramp on Platform 2. These stands are sheltered, conveniently located on the platforms and are well overlooked by natural surveillance and CCTV. On Platform 1 there are also 12 well-used cycle lockers.

Route 65 of the National Cycle Network (NCN65) runs nearby through Elloughton and Welton. This forms a part of the Trans Pennine Trail cycle route between Southport and Hornsea. The route is fully signed.

Previous investment in pedestrian and cycling routes, cycle and motorcycle parking and car share parking provision means that Brough Station is comparatively well equipped to support sustainable travel by the increasing number of potential local users.

Vehicle Access

Brough station can be accessed by car from both Station Road and King Edwards Terrace. All roads in the vicinity of the station are single carriageway.

Station road can become congested in the peaks due to the volume of cars accessing the station. In addition the bridge over the railway line on Saltgrounds Road only allows single file traffic, with traffic coming to and from BAE Systems site and the Enterprise Zone causing congestion at peak times.

The station has two car parks, one on either side of the railway line, collectively providing 172 car parking spaces. Station Road provides access to the car park to the north of the railway line, whilst King Edwards Terrace provides access to the car park to the south. From the Station Road / Saltgrounds Road junction, the Station Road car park is signed as 'short stay' and the King Edwards Terrace car park is signed as 'long stay', though both car parks are busy, with no identified pick up point within either.

The station car parks are managed by APCOA on behalf of TPE. The car park is generally very busy during the working week with very few spaces available. As a result there are widespread and on-going issues with railway users parking in local streets, and sometimes for up to two weeks at a time. Within the 'Local Plan' the East Riding of Yorkshire Council has decreed that a further 1,000 houses be developed over the next 10 years, so the problems associated with commuting and parking are expected to increase.

There are four disabled parking spaces in the King Edwards Terrace car park and two in the Station Road car park. There are two reserved spaces for car-sharers.



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Parking controls (in the form of double yellow lines and/or residential parking permits) are on all roads within the vicinity of the station. Signs on Station Road and King Edward Terrace state 'Resident permit holders only' for certain periods of the day to discourage long term commuter parking.

A secure motorcycle parking area has been added, providing spaces for six vehicles.

Bus and Taxi Connectivity

There is a taxi rank at Brough station. The station platform also accommodates a taxi booking office, where taxi firm Riverside Travel operates.

Bus connectivity is poor due to buses having difficulty accessing the station. The route of service 158, the Town Circular, serves the station every 40 minutes during the day (Monday to Saturday). There are no signs to direct rail users from the station to / from these bus stops although it is a local service and would perhaps be known to users. There is a notice board at the station entrance with a map showing the location of nearby bus stops. The infrastructure at these bus stops is limited to a pole and flag, with no shelter or seating.



The station staff have a good knowledge of bus services. Passengers are directed to a bus stop on Welton Road, near to the main retail area, as this also is served by the 155/156 that operates between Goole, Gilberdyke and Hull.

A leaflet including timetable information for this service is available in the ticket office. The Welton Road bus stop is approximately 900 metres (or an 11 minute walk) from the station. The waiting environment here is of a higher quality, with provision of shelter and seating.

The following bus services are also available from the Welton Road bus stop:

- X4 Wicstun Express – Hull, Brough, South Cave, Market Weighton
- X62 – Hull, Hessle, Brough, Castleford, Leeds
- 143 – Melton, Brough, South/North Cave, Beverley
- X55/56/57/155 – Hull, Brough, Gilberdyke

All of the above services are low frequency, and there are very few bus services in the village during evenings, Sundays or bank holidays.

Printed information is available within the ticket office, including bus timetable information for services X55/155 (Goole, Gilberdyke and Hull) and 158 (Brough town circular). This is provided through the work of YCCRP to aid passengers from further afield visiting Wolds and Everthorpe prisons between South and North Cave.

The PlusBus scheme is not in operation at Brough.

Site Audit: Selby Station

Passenger Facilities

Selby station is a listed building and has three platforms that cater for both through trains and terminating trains running from Leeds and York. The station has a ticket office with a staffed counter that is open 06:00 to 19:45 Monday to Saturday and 09:15 to 19:00 on Sundays. There is a self-service ticket machine also available on Platform 1.

Within the main station building on Platform 1 there is a taxi company, café and shop, toilets and a waiting area. On Platform there is a waiting room, and both platforms have overhead canopies covering much of their length.



Pedestrian Access

The key issue affecting pedestrian access at this station is the barrow crossing. There are no lifts to the footbridge, requiring people using wheelchairs or pushchairs to be escorted across the track by station staff.

The town centre is ¼ mile from the station, although there is little signage from the town centre, and there is no double arrow sign on the main road junction to the station.



There are several areas where the pedestrian routes are in need of improvement, most notably the steps to and from Bawtry Road. These are steep and uneven.

There is no pedestrian crossing to access the nearby housing estate and the road is extremely busy. This issue is to some extent caused by the complexity of the road layout around the station entrance, as discussed below under 'Vehicle Access', and a rebuilding of the road bridge may allow a safer and more convenient route to be created for pedestrians coming to and from the housing estate.

Dropped kerbs in the area are inconsistent, and that there are several areas of narrow pavements on the approach road.

Cycle Access

Current cycle parking consists of five cycle racks underneath the canopy on Platform 1a and three uncovered racks on Platform 1b.

No cycle parking facilities are provided on Platform 2, though the access difficulties to this platform mean these are not required.

There are two National Cycle Routes that pass by the station. National Cycle Route 62 passes through the junction of Station Road and Ousegate, with the route connecting Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire.



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National Cycle Route 65 runs from Hornsea to Middlesbrough via Hull, Selby, York and Easingwold, as well as skirting the edge of the North York Moors National Park. From Selby to Hornsea, the route is part of the Trans Pennine Trail (East). There are two long traffic-free sections along the way, from Hull to Hornsea and from Selby to York.

Vehicle Access

A major issue affecting access to Selby Station is the junction joining Station Road from the main road (A1041). On the far side this requires queuing cars to move out of the way of cars turning left, and the complex traffic movements mean that traffic moves slowly through it. This is exacerbated by heavy traffic with buses and taxis frequently needing access to the station approach.

There is car parking available at the station, with 130 spaces. This is very well used along with the adjacent car park on the former timber yard.

There is a taxi rank and office located outside the front of the station building, though the two-way nature of this narrow road can lead to traffic conflicts at both ends. A simpler solution may be to make this road one-way, to simplify the vehicle movements and potentially improve safety for drivers and pedestrians.

Bus Connectivity

Selby bus terminal is located 100 metres from the station, with five shelters and a customer information point allowing easy interchange. However, as noted above the junction between the station approach and the main road makes access to the bus station difficult.

One potential solution involves moving the bus station to a site near Platform 2 of the station, allowing better interchange and easier access for buses as the local depot is adjacent to this site. This is being considered as part of a Selby Station Masterplan which identifies potential options for development of the station area.

PlusBus is not in operation at Selby.



Recommendations

Summary

The initial station travel plan for Hull, Selby and Brough identified several areas for improvement, many of which have been incorporated into Franchise Commitments, or are to be addressed as part of other workstreams.

An extract from the previous summary states: *“There are also improvements that could be made to passenger toilets”*. This work is being carried out as part of the major redevelopment works of the customer facilities at the station. This work should also facilitate easier navigation through the station.

The weakness at Hull remains the awareness of the facilities on offer, and TPE will look to address this through improved station facilities information, onward travel options and improved working with other service providers.

The majority of the issues identified at Brough are set to be resolved through the delivery of Franchise Commitments, particularly car park capacity, however further data could help to provide insight into other potential improvements for the station.

Similarly, car park capacity remains high on the list of requirements at Selby. TPE have ambitions for the car park, but it is important that these are delivered with consideration of wider development opportunities. The lack of lifts remains an issue, and resolution of this is likely to come through major development when electrification comes to Selby.

Option Identification

The original plan identified several potential improvement schemes that could be used to address the objectives of the Station Travel Plan. An update has been provided against each scheme.

Detailed costing of each scheme has not been undertaken. However, an indicative guide to the likely cost of each option has been devised as follows:

- Low cost – less than £50k
- Medium cost – £50k to £500k
- High cost – £500k or more

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Improvement Schemes

| Station | Description | Cost Band | Update |
|---------------|--|-------------|---|
| Hull | Passenger information screens and improved station clocks | Medium cost | This forms part of a Committed Obligation |
| | Improved signing around whole station | Medium cost | No update |
| | Real time information screens for buses | Medium cost | No update |
| | Toilet facilities at opposite end of station | Medium cost | No update |
| | Improved cycle storage or CCTV on existing stands | Low cost | Under consideration |
| | Lighting near side entrance to improve pedestrian safety | Low cost | No update |
| | Improved signage and maps showing local cycle network | Low cost | Under consideration as part of TPEs plans to improve facilities for cyclists at stations. |
| | Promotion of sustainable travel by rail operator | Low cost | No update |
| | Improvements to station toilets for mobility impaired users | Low cost | New toilet facilities are being installed as part of a large redevelopment of the station |
| Brough | Passenger toilets | Medium cost | No update |
| | Additional station car park to improve capacity | Low cost | Additional car parking at this station forms part of a Committed Obligation |
| | Improved pedestrian signage to and from the station | Low cost | This forms part of a Committed Obligation |
| | Promotion of sustainable travel by rail operator | Low cost | No update |
| Selby | Redevelopment of station to include bus station | High cost | TPE are engaged in wider discussions around development opportunities at Selby. |
| | Lift facilities to remove need for barrow crossing | High cost | No update |
| | Incorporation of improved pedestrian facilities within new road bridge across the western end of the station | High cost | No update |
| | Redesign of road network outside station to reduce conflicts | High cost | No update |
| | Improving signage from town centre | Low cost | This forms part of a Committed Obligation |