

Station Travel Plan Brough

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

Process



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

Stakeholders



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

Local Area



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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 plan will be reviewed in full each year, but is intended to act as a live document with updates made throughout the year as projects are delivered and changes realised.

The Accessibility and Integration Manager is responsible for the production and upkeep of the Station Travel Plans, and will 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

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

Set up after privatisation in 1993, the Association of Train Operating Companies (ATOC) brings together all train companies to preserve and enhance the benefits for passengers of Britain's national rail network. A recent change to Rail Delivery Group brings with it a new mission statement:

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

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

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

Source: www.atoc.org/about-atoc

Source: www.raildeliverygroup.com/about-us

Sustrans

Sustrans are a national charity helping to make travel by foot, bike or public transport more popular for everyday journeys. They work across communities, with policy-makers and other organisations to help people choose healthier, cleaner and cheaper journeys, contributing to better places and spaces to move through and live in.

Their vision is that by 2020 80% of local journeys will be made by bike, foot or public transport, double the current figure of 40%. Improving the accessibility of TPE's railway stations can clearly help reduce the need to travel by car and increase the proportion of journeys undertaken using more sustainable modes.

Sustrans works to develop the National Cycle Network, which is series of safe, traffic-free paths and quiet on-road cycling and walking routes that connect to every major town and city. The Network passes within a mile of half of all UK homes and now stretches over 14,000 miles across the length and breadth of the UK.

Stakeholders

Specific

Local Authority

East Riding of Yorkshire Council

The council have produced a Local Transport Plan, which sets out the vision, policies, strategies and priorities for the improvement of highways, access and connectivity of the local transport system in the East Riding of Yorkshire.

The Local Transport Plan for the East Riding of Yorkshire was developed to help deliver a vision for a safe, integrated, reliable and resilient transport network, which can be used and enjoyed by all. It contains a long-term 14 year transport strategy and a shorter-term three year implementation plan, which contains a prioritised list of schemes to deliver the vision within the strategy.

The council recognises that travel and transport are essential to almost every aspect of daily life. Very little happens without the need to walk or cycle, or use a car, bus, train, plane or lorry. Transport connects people to work, education, healthcare, shops and other services and facilities, and transport is therefore fundamental to boosting economic prosperity and supporting local economic growth.

Maintaining and improving the local transport network can also have corresponding benefits in terms of reducing carbon emissions, encouraging residents to adopt healthy lifestyles, improving road safety and increasing accessibility to key services.

More information about the LTP can be found by visiting www.

Local Enterprise Partnership

Humber Local Enterprise Partnership

The Humber Local Enterprise Partnership sees business, education and the four Humber local authorities working together to promote and develop the area surrounding the Humber Estuary and provide strategic economic leadership to create jobs and deliver growth.

Rail User Group (RUG)

Hull & East Riding Rail User Group

The objectives of the Association are to monitor, to promote and seek to improve rail services and facilities within the areas administered by Kingston upon Hull City Council and the East Riding of Yorkshire Council.

The Association does this by making representations to and by dialogue with the Train Operating Companies (TOCs), Network Rail, the Public Transport and Forward Planning Officers of the Local Authorities, Passenger Focus, the Department for Transport (DfT), the Office of Rail Regulation (ORR), the local British Transport Police, Railfuture (nationally and through its Yorkshire Branch), and the press and media. Contact is also made with interested parish and town councils, MPs and local town councillors when appropriate.

The Association also has working relationships with other voluntary organisations concerning rail travel for disabled passengers, and cyclists, public transport generally, and the environment.

Local Area

Station Details

Station

Brough Railway Station
Station Road
Brough
East Riding of Yorkshire
HU15 1DZ

Station Manager

Daniel Dreggs
Group Station Manager (Humber)

Local Authority

East Riding of Yorkshire

Train Services

Brough is situated on the main line between Hull and Leeds, with frequent connects through to Manchester, and south to London using Hull Trains services.

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

Brough is a small town located on the banks of the Humber river in the East Riding of Yorkshire. The population of Brough is estimated at around 7,000.

Until recently, the main industry in Brough was at BAE, but recently this has been scaled back, allowing for the creation of the Brough Enterprise Zone which now occupies the elements of the site vacated by BAE, and there are already several large and developing employers located here.

Further developments in the area include Brough South, which is expected to create around 750 new family homes, 700 permanent jobs once completed, and 200 jobs during the construction phase. Amenities will include a new primary school, healthcare facilities, supermarket, family friendly pubs and restaurants, other non-food shops and space for local businesses.

With this investment, and the growing footfall of the town, it is important that the transport infrastructure is in place to sustain this development. The station is located a short walk from the town centre, and is easily accessible via footpaths which run parallel to the railway, and intersect the roadway at the level crossing to the east of the station. With the Brough South development, more pressure will undoubtedly fall upon the station from those seeking transport to Hull and Leeds.

Useful Links

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

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

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

Cycling

National Cycle Routes

Overview

Route 65

Part of the Transpennine Trail (East), route 65 runs from Hornsea to Middlesbrough, and benefits from being fully open and signed. The route intersects with Route 1 at the Humber Bridge, and passes through Brough, within a short ride of Brough Railway Station.

There is no specific route in place from the station to the route, but local cycleways are in place within the town.

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.

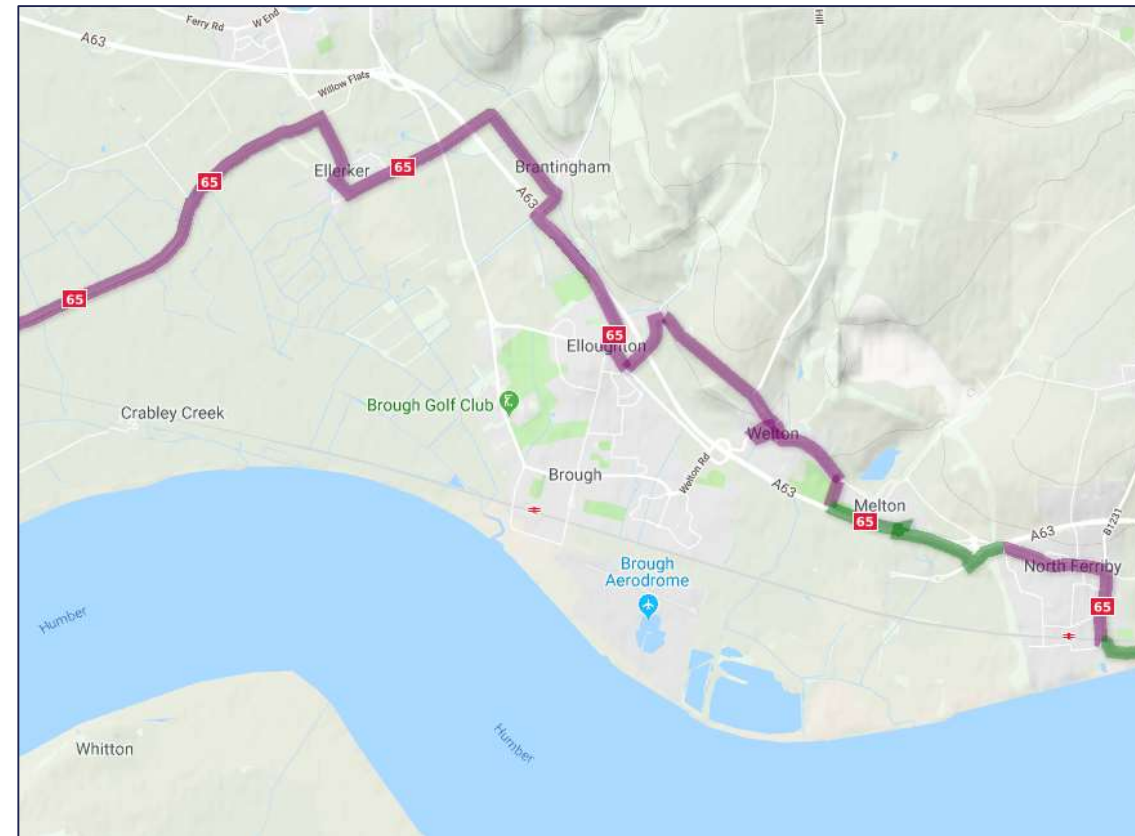
The route is split into 12 sections, with section 4 being the closest to Brough.

Section 4 – Hull to Fakenham

Route 1 is approximately 5 miles of the station, and can be accessed via route 65 where the two intersect at the Humber Bridge.

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

Cycle Routes



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

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

Useful Links

Sustrans

www.sustrans.org.uk

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

Cycling UK

www.cyclinguk.org

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

Cycling

Local Cycle Routes

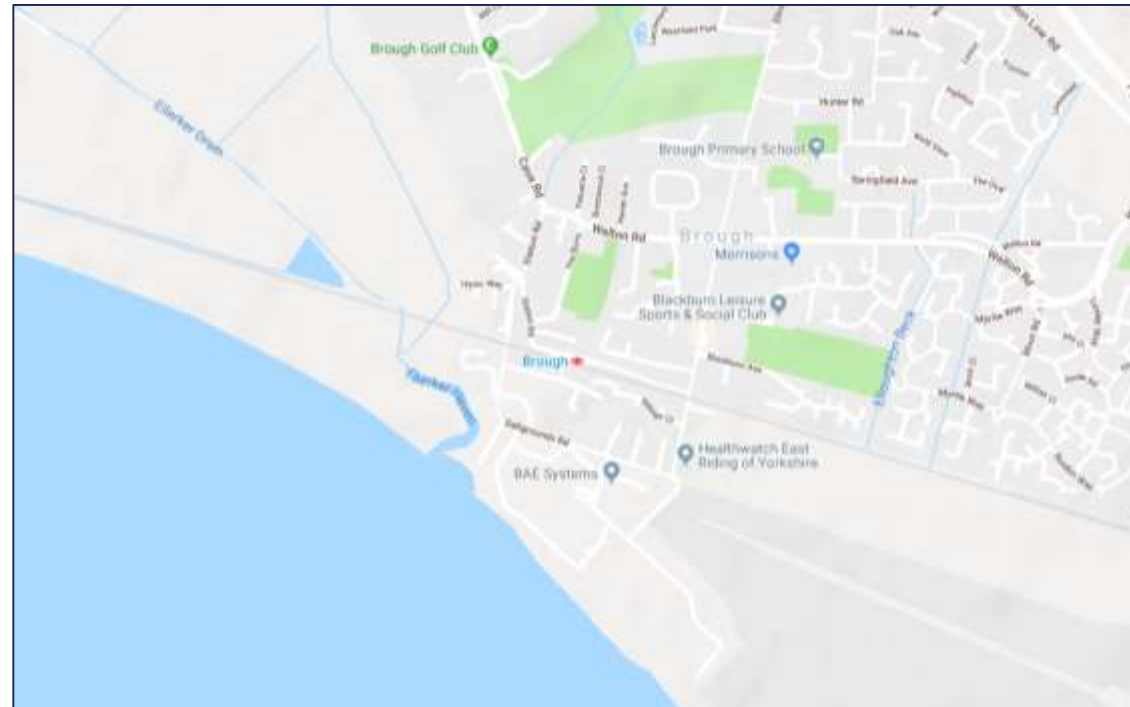
Overview

There is a shared use route from the main station car park to Skillings Lane, which is both well maintained and well lit, however there is minimal signage advertising this route, other than the dual usage (walking and cycling) symbol. This would be the safest and easiest way for cyclists heading to or from the town centre.

Cyclists entering the station using Station Road have no dedicated provision, and could face issues due to the road being narrowed due to parked cars, which means that traffic can only flow in one direction at a time. This route brings them into the main car park where they may have to contend with manoeuvring vehicles whilst making their way to the cycle parking on the platform.

Access for cyclists from the Platform 2 side of the station are similar. There is a shared usage route leading from the car park entrance on King Edwards Terrace towards the Fire Station, which is again well maintained with street lighting. King Edwards Terrace has the same issues as Station Road, and is again narrowed by parked cars at the residential properties, and so presents the same issue.

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/hcn/route

Useful Links

East Riding of Yorkshire Council
[https://www.eastriding.gov.uk/leisure/countryside-and-walks/walking-riding-and-cycling/Information about cycling and walking within the East Riding of Yorkshire](https://www.eastriding.gov.uk/leisure/countryside-and-walks/walking-riding-and-cycling/Information%20about%20cycling%20and%20walking%20within%20the%20East%20Riding%20of%20Yorkshire)

Cycling

Cycle Parking

Overview

Brough has a high quantity of cycle parking, with lockers proving most popular amongst cyclist accessing the station, despite being the furthest from the station entrance. This is likely due to the increased security these offer.

The remainder of the cycle parking is comprised of Sheffield stands. These are located on both platforms, with some weather protection provided by the footbridge. Usage of these stands continues to be low.

	Platform 1	Platform 1	Platform 2	Station Entrance
				
Spaces	12	22	20	20
Type	Lockers	Sheffield Stands	Sheffield Stands	Sheffield Stands
Security	Covered by CCTV	Covered by CCTV	Covered by CCTV	Covered by CCTV
Weather Protection	Fully Enclosed	None	Protected from the elements by the station footbridge	Protected from the elements by the station footbridge
Utilisation	TBC	TBC	TBC	TBC

Walking

Pedestrian Access

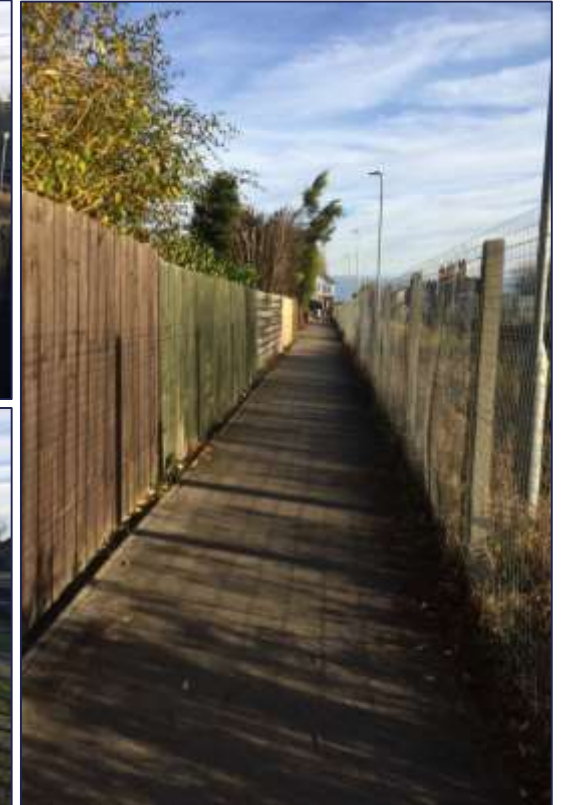
Overview

The shared use route running to the station from Skillings Lane is popular with customers accessing the station on foot, and provides a safe and pleasant walking route. This also links in with the station car park at the narrower end, where there is significantly reduced traffic, however manoeuvring vehicles could cause issues. From this end of the car park, there is a short flight of steps up onto Platform 1, which creates a short cut for pedestrians and removes them from the busier areas of the car park.

Walking along Station Road, there are pavements leading up to the point at which the road becomes the station car park. From this point, the footpath continues around against the wall, but overhanging parked cars narrow the pavement, so the natural route followed by most pedestrians is to walk through the car park.

From the south of the station, again there is a pleasant and well-maintained walking route from Saltgrounds Road towards the station, but this ends at King Edwards Terrace, with pedestrians again being required to walk in the roadway. There is a footpath running alongside the station car park, which removes the need for pedestrians to pass through the car park.

Once on the platforms, the walking routes navigate around the supporting structure for the overbridge, with objects such as grit bins or cycle racks placed strategically to divert customers away from the pillars and create a more direct walking route.



Public Transport

Bus Services

Overview

The closest bus stop, is stand A at the end of Station Road, outside the Ferry Inn pub, however this is no longer served by local services.

The other bus stops in the area are closer to the town centre, approximately a 5 to 10 minute walk from the station via Skillings Lane.

Bus Stands



Image Source: National Rail Enquiries

Useful Links

National Rail Enquiries

<http://www.nationalrail.co.uk/posters/BUH.pdf>
Onward travel posters are available for the majority of UK railway stations with local bus service information. These can be found online or displayed at the station entrance

PlusBus

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

Traveline

www.traveline.info
08712002233
Providing information about local bus services.

NextBuses

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

Road Access

Major Road Network

Overview

The main road serving Brough is the A63, which formed the M62 as it heads East from North Cave and Newport. The A63 is a busy dual carriageway with numerous intersecting roads connecting the villages and towns. This is also the road which connects the region with the Humber Bridge, making it a popular route for drivers accessing Lincolnshire.

Road Network Map



Image Source: Google Earth

Road Access

Local Road Network

Overview

Within the town, there are three main roads, with two (Stockbridge Road / Welton Low Road and Cave Road / Welton Road) acting as a ring road, and Elloughton Road / Main Street providing a direct North to South route through the residential areas. These connect the town with the A63 to the East, and again to the North just before it becomes the M62.

The way in which the town connects with the main trunk road for the region makes access from surrounding towns and villages very easy, and it is this ease of access to intercity train services which makes Brough Railway Station so popular with commuters, particularly those who do not wish to go into Hull to catch a service.

The railway line severs part of the town, and there is a level crossing on Skillings Lane where the road crosses the railway. The crossing is controlled by the local signal box, and is often brought down prior to a train entering the station, meaning there is a significant wait for drivers whilst the train remains in the station as customers board and alight. There is an alternate route to the enterprise park, fire station and residential area via a new road bridge which runs past both station car parks, however the bridge has a blind summit and is only one car wide.

Road Network Map



Image Source: Google Earth

Road Access

Immediate Road Network

Overview

Close to the station, the approach to the 'short stay' car park is narrow, with residential permit parking on one side. Two cars cannot pass, causing congestion during busy times of the day where vehicles are trying to get in and out of the station. This is repeated for the access road to the 'long stay' car park on King Edwards Terrace.

Road network serving the station



Access to the Short Stay Car Park via Station Road



Access to the Long Stay Car Park via King Edward Terrace

Road Access

Car Parking

Overview

Car parking provision at Brough station is high relative to the size of the station, but even so, demand outstrips capacity. An additional 'Long Stay' car park was installed in the previous franchise in response to this demand, but even this facility is now at capacity, with examples of fly parking in both station car parks.

Signage to the car parks describes the two facilities as 'Short Stay' and 'Long Stay', however the prices are consistent across the two.

TransPennine Express have looked for suitable locations to provide further additional car parking at the station, making use of redundant land close to the station, or through partnerships with local businesses with existing and underutilised car parking facilities. At the time of publication these discussions are ongoing.

In response to demand, one of the local pubs, the Ferry Inn, which is located on Saltgrounds Road has sectioned off a large area of their car park and is advertising this as being dedicated station car parking. The cost of this parking undercuts the prices charged by TransPennine Express, however due to demand, both the TransPennine Express car parks continue to be at full capacity on a daily basis.

Car Parking Locations



- 1 **Station Car Park**
Managed by APCOA on behalf of TransPennine Express
- 2 **Station Long Stay Car Park**
Managed by APCOA on behalf of TransPennine Express
- 3 **Ferry Inn Car Park**
Managed by the Ferry Inn

Station Car Parks



Standard Bays	186	Car parking charges apply at all station car parks managed by TransPennine Express. Prices vary by location. <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>
Blue Badge	9	
Premium	0	
Car Share	0	
EV Charging	0	
Total	195	
Motorcycle	0	

Road Access

Taxis

Overview

There is a taxi rank marked out on Station Road, however this is very rarely utilised.

Riverside Cars have a mini-cab office located behind the booking office, with designated parking bays within the short stay car park for 2 vehicles. The office is staffed daily, with drivers operating from their cars later in the evening.

Private Hire

The principal minicab operators in the area are:

Riverside Cars

01482 666 525

Located at the station

Brough & District

01482 666 969

South Cave Taxis

01430 422 218

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

Customer Analysis

National Rail Passenger Survey

Connections with other forms of public transport

	Spring 2015	Autumn 2015	Spring 2016	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018
TransPennine Express	78%	78%	71%	78%	79%	77%	83%
Long Distance	79%	78%	78%	80%	81%	81%	83%
Variance	-1%	0%	-7%	-2%	-2%	-4%	0%
Industry	74%	76%	75%	76%	79%	78%	78%
Variance	4%	2%	-4%	2%	0%	-1%	5%

There is a noticeable increase in the score for 'Connections with other forms of public transport' between 2017 and 2018. Responses to this question often capture customers opinions about the availability of connections with other train services, despite this being captured in a separate question. In December 2017, several timetable changes came into place across the North of England, offering new services and improved connectivity which likely affected this score. Similarly, development works at stations neared completion, delivering new facilities and opportunities for customers, again impacting this score.

Facilities for car parking

	Spring 2015	Autumn 2015	Spring 2016	Autumn 2016	Spring 2017	Autumn 2017	Spring 2018
TransPennine Express	50%	49%	46%	51%	48%	40%	50%
Long Distance	59%	58%	57%	61%	62%	58%	61%
Variance	-9%	-9%	-11%	-10%	-14%	-18%	-11%
Industry	49%	50%	48%	50%	50%	50%	48%
Variance	1%	-1%	-2%	1%	-2%	-10%	2%

This indicator incorporates a number of factors, and is built through responses to a set of questions relating to car park quality, costs and capacity. It is the latter of these which we believe is driving dissatisfaction. Car parking capacity has long been an issue for TransPennine Express, with growing footfall at constrained station sites, meaning the opportunities to expand car parking provision are minimal. It is expected that this score will continue to fall unless significant developments can be realised to create large new car parks close to the stations.

Useful Links

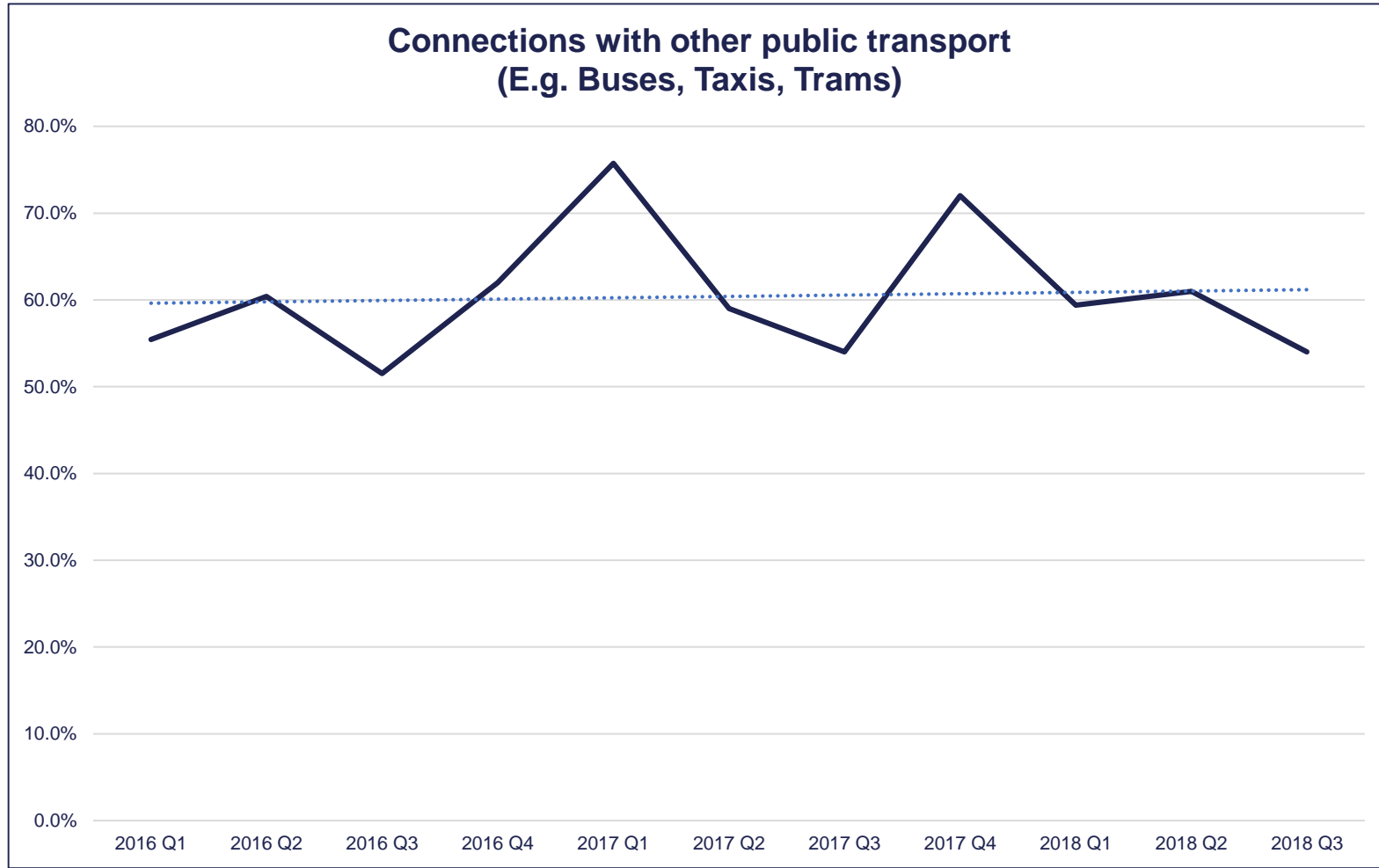
Transport Focus

www.transportfocus.org.uk

Producers of the National Rail Passenger Survey and customer advocate.

Customer Analysis

Shadow National Rail Passenger Survey

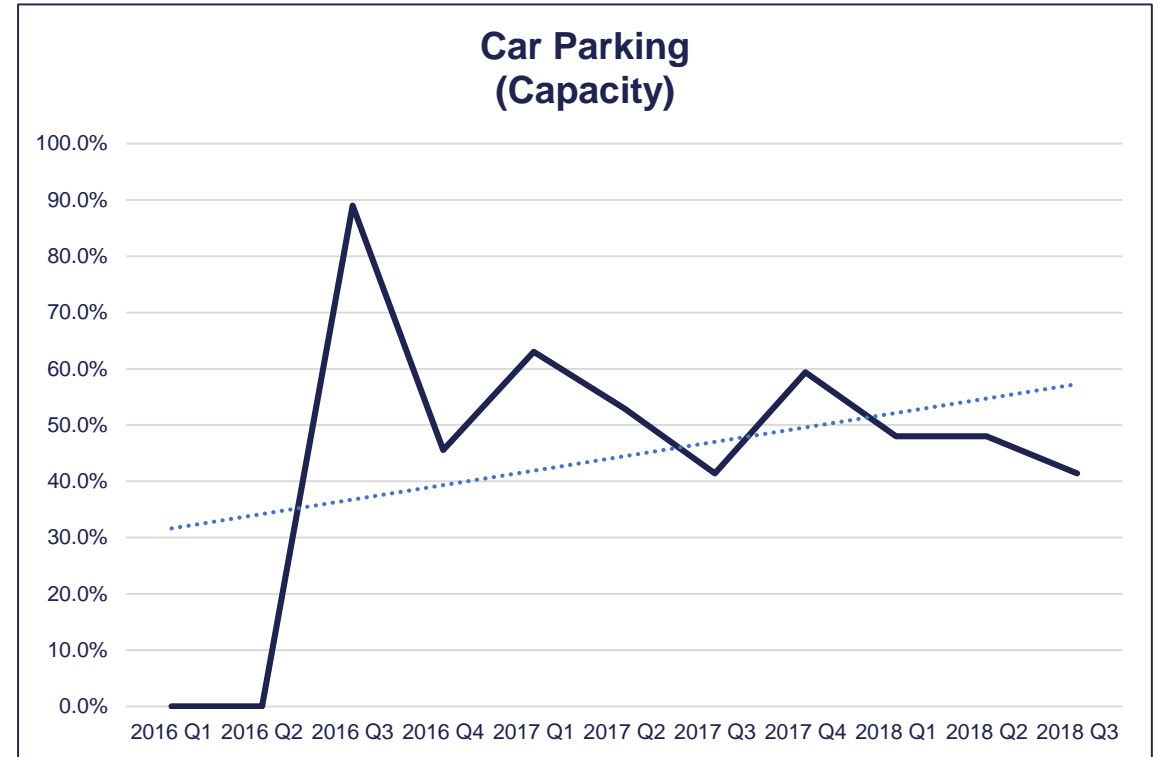
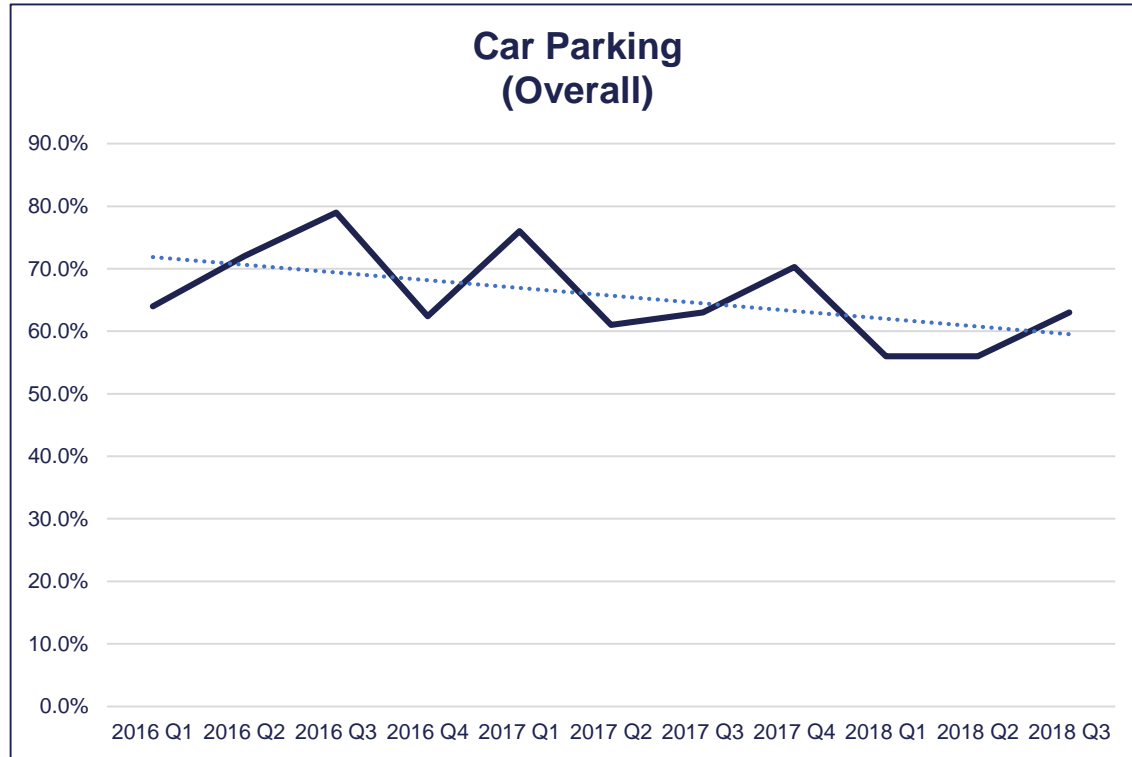


The sample size for Brough railway station is small, adding to the volatility of the scores.

It should be expected with the removal of the bus stand from the end of station road as a calling point for local services that the scores for public transport connections will remain lower than previously recorded.

Customer Analysis

Shadow National Rail Passenger Survey

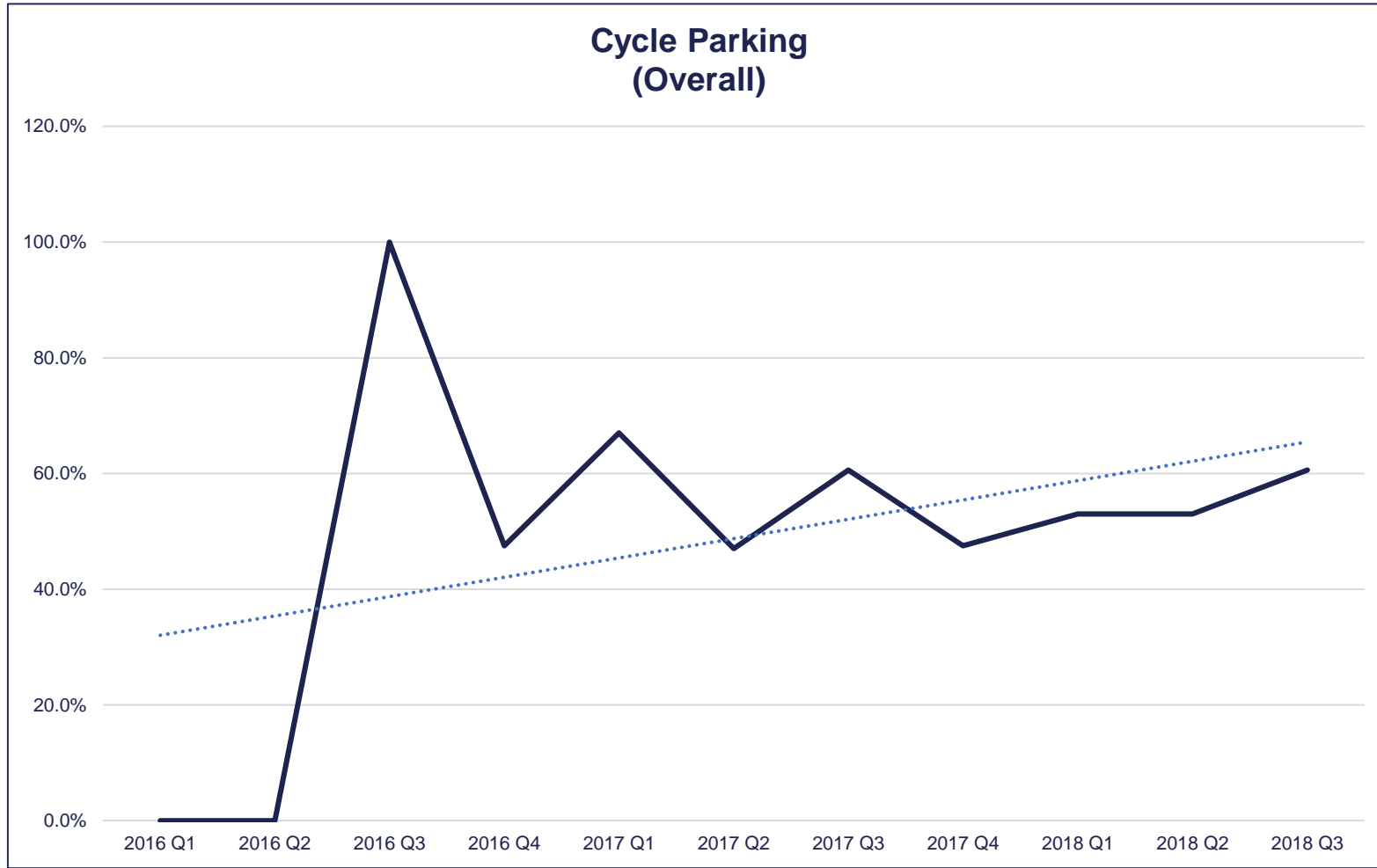


Car parking at Brough is of vital importance, and demand for parking led to an additional car park being added to the far side of the station. Despite this, parking is at a premium, and often reaches capacity during the morning peak

TransPennine Express continue to explore opportunities to expand parking provision, but this is limited to the lack of available land surrounding the station.

Customer Analysis

Shadow National Rail Passenger Survey

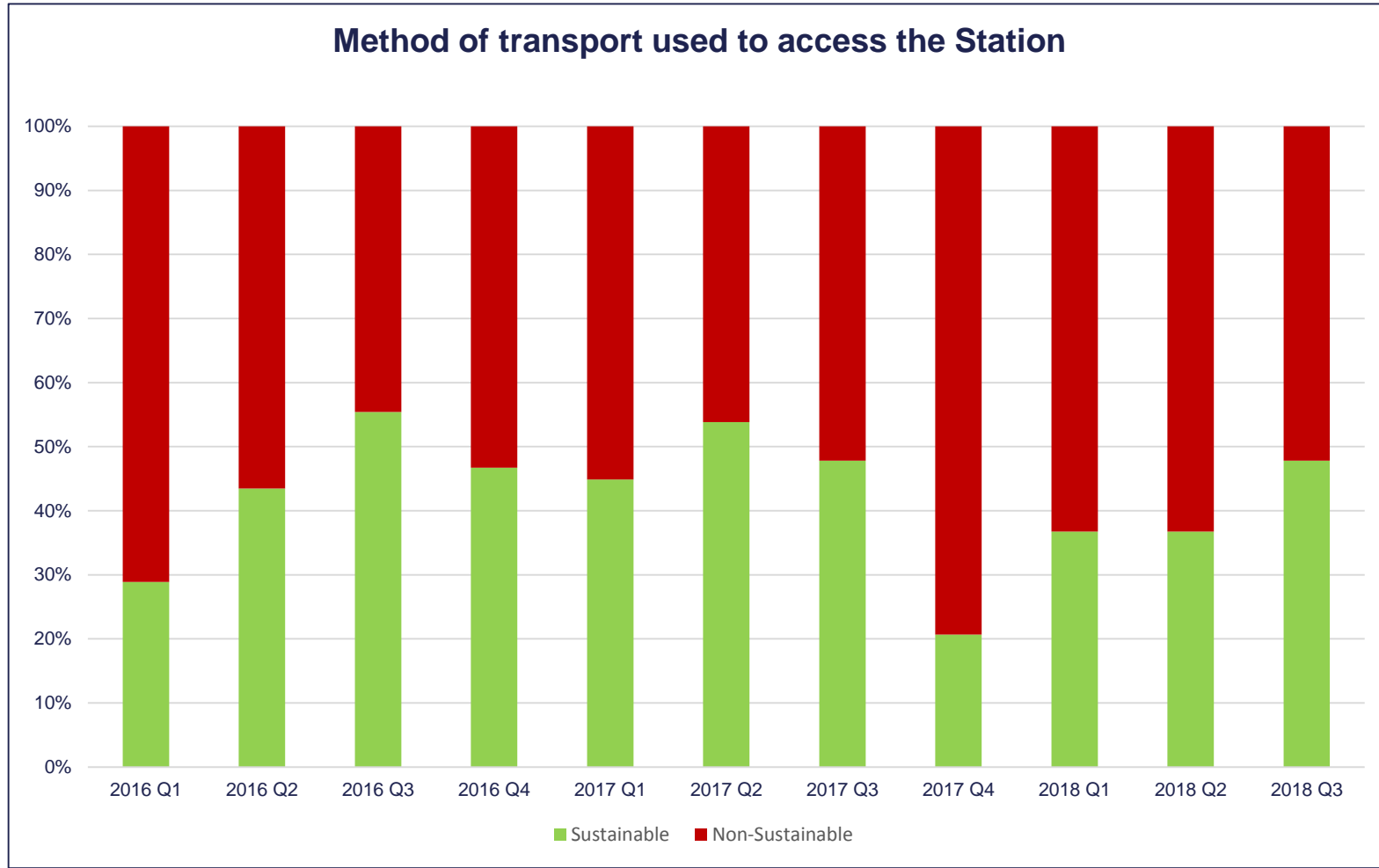


Capacity for cycle parking at the station is good, with parking available at various locations. There is also a mix of simple Sheffield stands and lockers for those seeking enhanced security.

It is felt that consolidation of the cycle parking, providing a consistent offering with good security throughout may be beneficial and encourage greater use.

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	

The balance between sustainable and non-sustainable modes of accessing the station peaks at just over 50%, however is strong for a station which is located away from the main town centre.

Evaluation

Summary of findings

Brough is a popular station due to its links to Hull, Leeds, Manchester, and London. There is a high commuter population who use the station on a daily basis, along with a number of residents making use of rail services to access recreational activities in the larger towns and cities along the route.

The station itself is relatively small, but has good access, and high quantities of car parking, adding to its popularity, however car parking appears to be a constraint of the station, and a long-term issue, which has seen local businesses opening land for parking, and local streets requiring permit parking schemes to be introduced. Longer term, to maximise the benefit of any rail capacity increases, the opportunities to access the station by sustainable means need to be explored, recognising the constraints of the car park. This could include an extension of the car sharing scheme which currently has 2 allocated bays at the station, or incentives for switching to more sustainable modes.

Potential areas for improvement at the station are the cycle parking, which whilst secure, with high capacity, may benefit from an upgrade to provide additional features such as canopies, repair stands and electric bike charging points. Cycle hire could also be considered as part of any upgrade, complimenting the links being created by the Brough South development.

Similarly, bus services to/from the town are well established, however they do not link well with the railway station. With the development to the south of the railway, opportunities may exist to rethink the bus services and bring these closer to the station.

Walking routes to/from the station are inconsistent, and finish at the car park entrances, leaving customers to walk in the carriageway through the car parks. Marked walking routes through the car parks, and pedestrian crossings on surrounding roads may be a useful addition.

At the station itself, there are covered waiting shelters on each platform, with benches further along to cater for those customers waiting for the larger London bound services. The ticket office and ticket vending machine are both located on the Hull bound platform, and so it may be of benefit to provide further ticket retailing opportunities on the London side, however there is a recognition that smart ticketing and the migration towards mobile tickets may reduce demand for these facilities.

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
Walking	Seek to provide a designated walking route through the 'short stay' car park for pedestrians entering the station from Station road.	L	To be determined	June 2018	No risk identified	M	Options explored at the time of upgrading the blue badge parking at the station but could not be delivered.
Walking	Seek to provide a marked crossing point on King Edwards Terrace linking the pathway from the Fire Station to the pathway at the side of the long stay car park, improving the pedestrian environment.	L	Local Authority	June 2018	No risk identified	M	For consideration by the local authority
Car Parking	Collect car park utilisation data and monitor this, alongside station footfall figures to ascertain whether a footfall increase is being achieved through car usage or through sustainable modes.	L	None required	Quarterly	No risk identified	M	Shadow NRPS figures show an increasing trend of sustainable travel being used to access the station
Car Parking	Promote car sharing through the advertising of online car sharing databases. Consideration should be given to potential incentives which could be offered. Updates to be made to the station map to show the car sharing bays.	H	To be determined	Trial to scoped and implemented within 12 months	Promotion of car sharing may promote car usage	M	TransPennine Express are exploring options for consistent car sharing approaches to be introduced across the station portfolio.
Information	Conduct specific customer surveys at the station at a frequency no less than every 12 months to understand modal share, particularly asking 'have you changed your method for travelling to the station' and 'have you started using train within the last 12 months' to measure modal shift.	M	To be determined	Annually	No risk identified	M	Shadow NRPS utilised for user insight.
Cycling	Conduct cycle audits at a frequency no less than every quarter to monitor utilisation and state of repair, and determine if the facilities are fit for purpose.	L	None required	Quarterly	No risk identified	M	DfT are considering how cycle utilisation data is collected and consolidated. TPE will replace this method when determined.
Collaboration	Work with Third Party organisations to explore opportunities to make improvements to the station to encourage the use of sustainable transport	H	To be determined	Ongoing	No risk identified	M	Discussions ongoing