

Station Travel Plan Grimsby Town

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Introduction



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

Process



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

Stakeholders



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

Local Area



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

Accessing the Station



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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

North East Lincolnshire 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 North East Lincolnshire.

It runs from April 2011 and covers an initial period of 15 years. It is designed to set out the role of transport, access and connectivity in delivering the overarching economic, social and environmental policies within North East Lincolnshire in addition to meeting existing highway commitments.

In addition to undertaking our statutory responsibilities as a Local Transport Authority, the LTP3 is geared towards the specific regeneration projects which have been identified as crucial to the region's future. These include:

- The generation of quality jobs in port activities, logistics and industry along in Immingham and along the South Humber Bank.*
- Redeveloping Grimsby Town Centre as a centre for commerce and retail.*
- Creating a vibrant and successful visitor resort in Cleethorpes.*
- Attractive, mixed commercial and residential uses along Freeman Street.*
- New homes and associated services in the East Marsh Housing Renewal Area.*

To ensure that the infrastructure supports these projects, North East Lincolnshire council have, together with their stakeholders, devised eight Local Transport Challenges. The challenges are to:

- Enable sustainable growth through effective transport provision.*
- Improve journey times and reliability by reducing congestion.*
- Support regeneration and employment by connecting people to education, training and jobs.*
- Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, healthcare, social and leisure opportunities.*
- Improve the health of individuals by encouraging and enabling more physically active travel.*
- Provide safe access and reduce the risk of loss, death or injury due to transport accidents or crime.*
- Improve the journey experience on the local transport network.*
- Ensuring that transport contributes to environmental excellence, including managing air quality and reducing transport-related greenhouse gas emissions.*

Rail User Groups

Friends of the Brigg & Lincoln Lines

Friends of the Barton Branch

Local Area

Station Details

Station

Grimsby Town Railway Station
Station Approach
Grimsby
North East Lincolnshire
DN31 1LY

Grimsby was formed as a major sea port on the banks of the river Humber, and was once home to the largest commercial fishing fleet in the world. Lately, following a decline in fishing, Grimsby is being developed as the cultural, shopping and industrial centre for a large area of northern and eastern Lincolnshire, with attractions such as Freshney place Shopping Centre and the famous Grimsby Dock Tower.

Station Manager

Daniel Dreggs
Group Station Manager (Humber)

Local Authority

North East Lincolnshire Council

Train Services

Grimsby Town station is one of the main stations on the south TransPennine Express route, connecting the coastal towns with Doncaster and Sheffield, continuing through to Manchester airport.

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

Useful Links

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

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

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

Cycling

Cycle Routes

Overview

National Cycling Route 1

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

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

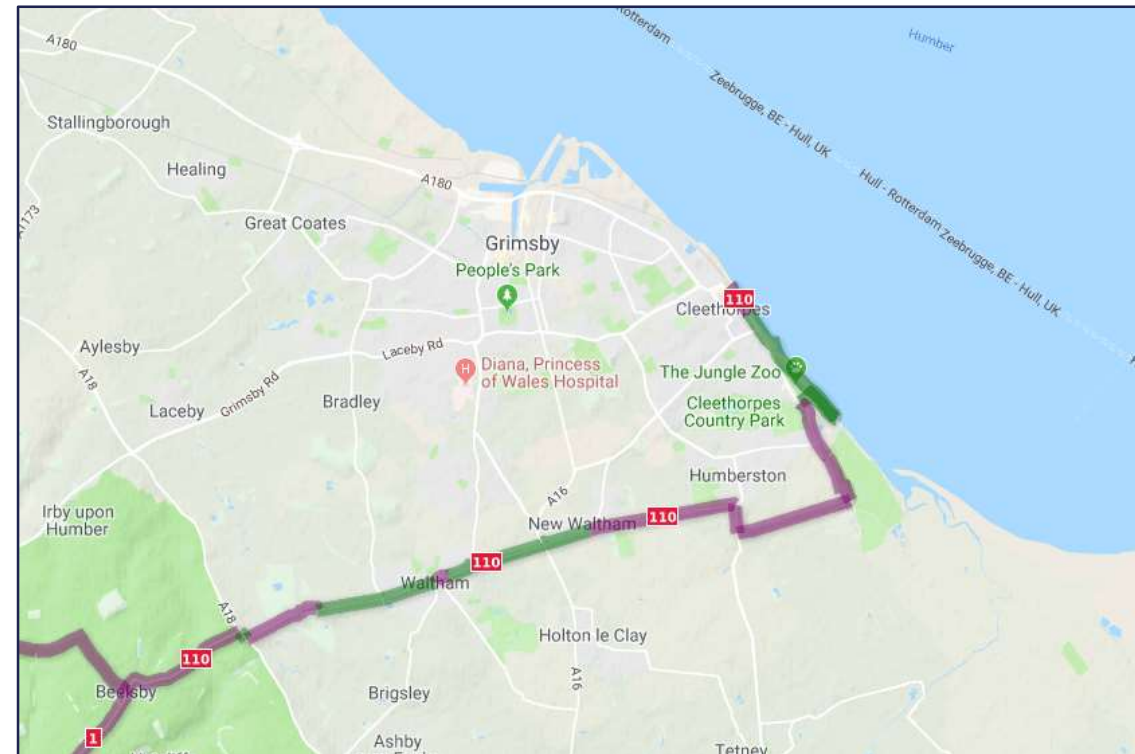
Section 4 – Hull to Fakenham

Route 1 passes within 10 miles of the station. There is currently no specific cycling link from the station to route 1, with cyclists being required to make use of the road network to make this journey.

Near the Station

There are no local routes connecting with the station, with NCN routes instead focusing on linking the coast with main inland routes. Cyclists accessing the station use the road network.

Cycle Routes



----- Traffic Free Route (National Cycling Network)

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

----- On Road Route (National Cycling Network)

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

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

Useful Links

Sustrans

www.sustrans.org.uk

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

Cycling UK

www.cyclinguk.org

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

North East Lincolnshire

www.nelincs.gov.uk/sports-and-leisure/cycling-walking-and-riding/cycling-information/

Information about cycling in the region.

Cycling

Cycle Parking

Overview

There is a well established Cycle Hub at Grimsby station, offering storage, service and repairs and cycle hire.

The hub is well used, with a good mixture of cycle parking styles.

In addition, there are Sheffield stands provided on the platform at the station to offer additional capacity.

Longer term, there may be scope to increase the cycle parking provision at the station to capitalise on the success of the hub.

Cycle Hub



Spaces	40
Storage Type	Two Tier, Vertical and Sheffield Stand
Security	Within Hub or covered by CCTV
Weather Protection	Within Hub only
Utilisation	TBC

Platform 1



Spaces	18
Storage Type	Sheffield Stand
Security	Covered by CCTV
Weather Protection	Station Canopy
Utilisation	TBC

Cycling

Cycle Hire

Overview

Cycle hire is available from the cycle hub.

A range of bikes are available, including adults and childrens bikes, tandems, child seats, tagalongs and 2 seater buggies for children too young to ride on their own.

See www.cyclelincs.co.uk for more details on the range of bikes and accessories available.

More details about the Hub itself can be found at www.grimsbycyclehub.org.uk/



Walking

Pedestrian Access

Overview

The front of the station was remodelled and now features a 'shared use' area which is intended to slow cars and provide a safe place for pedestrians. This area is distinguished by the paving used. There are level thresholds between pavements and roadways with strategically placed bollards in key places.

The general layout of the car park encourages drivers to carry out a number of different and conflicting manoeuvres, especially when dropping off/picking up, which could be confusing for pedestrians. Taxis make u-turns to move from the feeder rank to the fare rank, which interrupts the flow of traffic in/out of the two car parks.

There are two pedestrian routes from the station. One leads down the approach road towards Bethlehem Street the town centre, while the other leads through the car park to the level crossing. This is a popular local route.

There is pedestrian wayfinding signage from the end of the station approach road to most of the major attractions in the area. These were installed as part of a signage scheme carried out by North East Lincolnshire Council.

There are pedestrian crossing points on Bethlehem Street.



Public Transport

Bus Services

Overview

The closest bus stops to Grimsby Town Railway Station are located on Bethlehem Street, with the majority of stops in the town centre clustered at the Riverhead Exchange, a short walk from the station through the town centre.

There is a ready supply of bus services linking to key parts of the town as well as to villages and local towns, including Cleethorpes, giving useful links to locals and tourists alike. There are also links to key tourist camp sites and attractions.

Bus Stands



Image Source: National Rail Enquiries

Useful Links

National Rail Enquiries

<http://www.nationalrail.co.uk/posters/GMB.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 Grimsby is the A180, which heads west and forms the M180 at Scunthorpe, before linking up with the M1 and M62. This dual carriageway is the main artery serving the town, and as such can become congested, especially in the summer months with tourists heading to Cleethorpes.

Road Network Map



Image Source: Google Earth

Road Access

Car Parking

Overview

The Station Car Park is split into 3 sections. There are 23 spaces to the left of the station building, 21 spaces to the right (past the cycle hub and BTP offices) and 3 spaces directly in front of the station. There is dedicated parking for BTP vehicles and staff within the car park.

Car Parking Locations



- 1 **Station Car Park**
Managed by APCOA on behalf of TransPennine Express
- 2 **Duchess Street Car Park**
Managed by North East Lincolnshire Council
- 3 **Somerfields Supermarket Car Park**
Managed by North East Lincolnshire Council

Station Car Park



Standard Bays	44	Car parking charges apply at all station car parks managed by TransPennine Express. Prices vary by location.
Blue Badge	3	
Premium	0	
Car Share	0	<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>
EV Charging	0	
Total	47	
Motorcycle	4	

Road Access

Drop Off / Pick Up

Overview

There is no allocated drop off / pick up location for this station.

Many customers are dropped off / picked up from the station car park.

Road Access

Taxis

Overview

There is no dedicated taxi rank at the station, however a taxi stand is provided by the local authority on Station Road, but this is rarely utilised.

Private Hire

The principal minicab operators in the area are:

A and N

01472 600 600

AA Radio Cars

01472 696 969

Fone a Car

01472 200 300

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

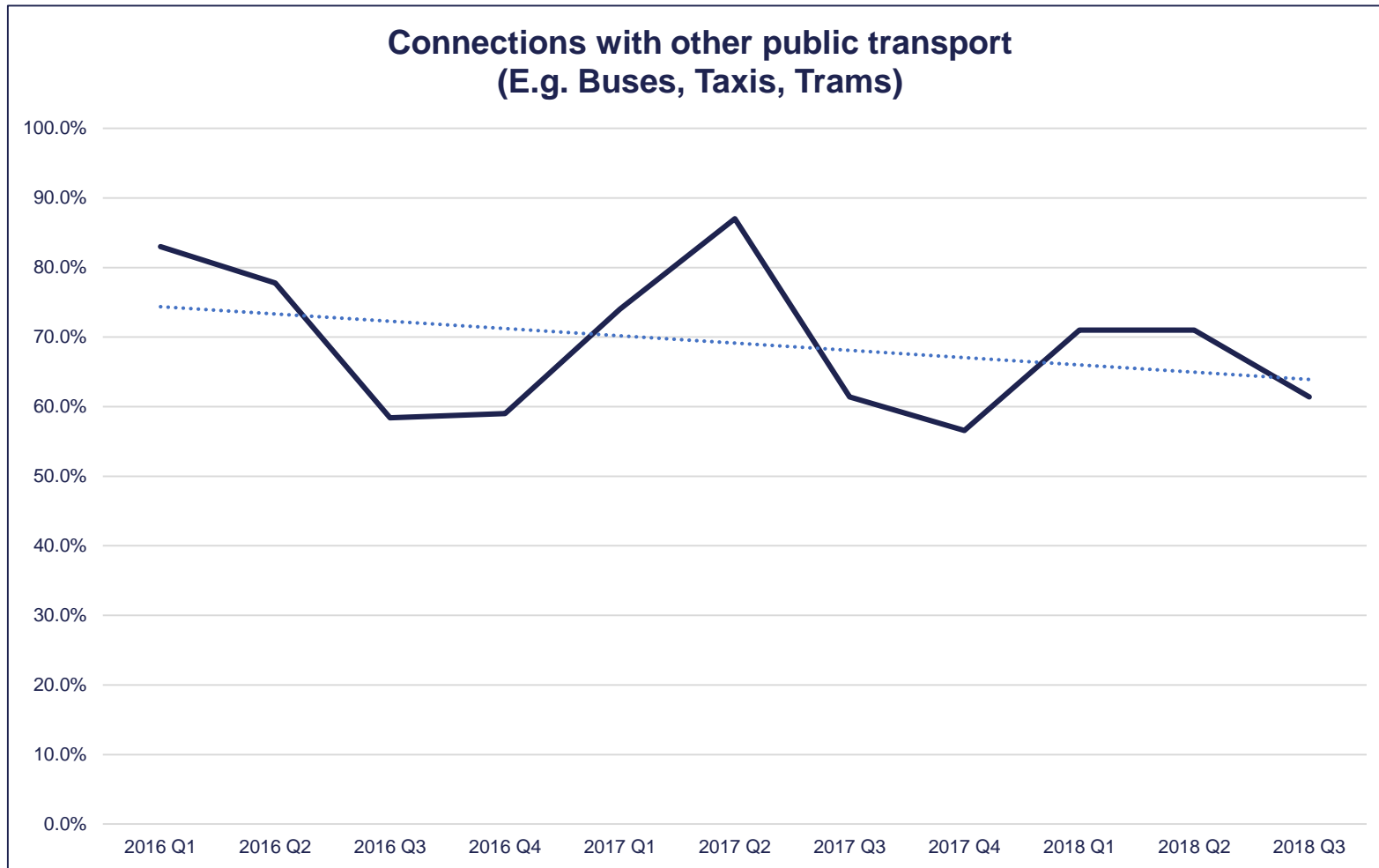
www.transportfocus.org.uk

Producers of the National Rail Passenger Survey and customer advocate.



Customer Analysis

Shadow National Rail Passenger Survey

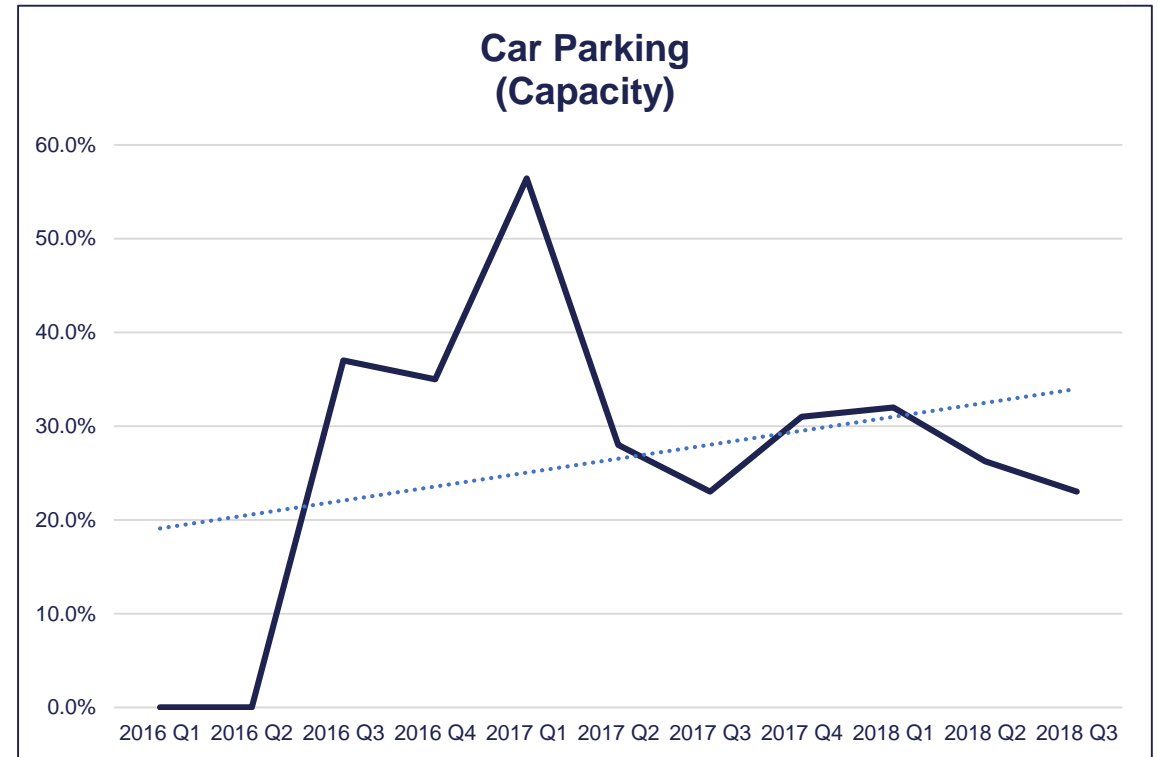
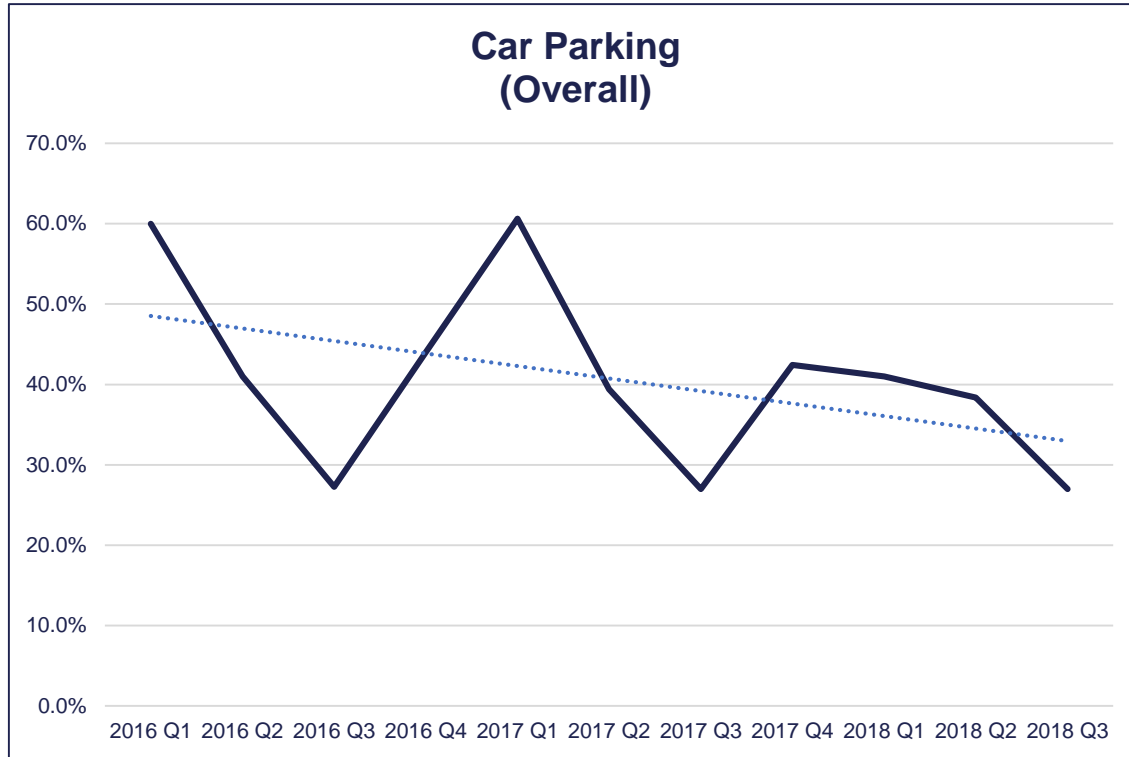


The sample size for Grimsby Town railway station is small, adding to the volatility of the scores.

Located in the centre of the town, Grimsby Town railway station benefits from being conveniently located to access other modes, if even if these are not immediately available at the station.

Customer Analysis

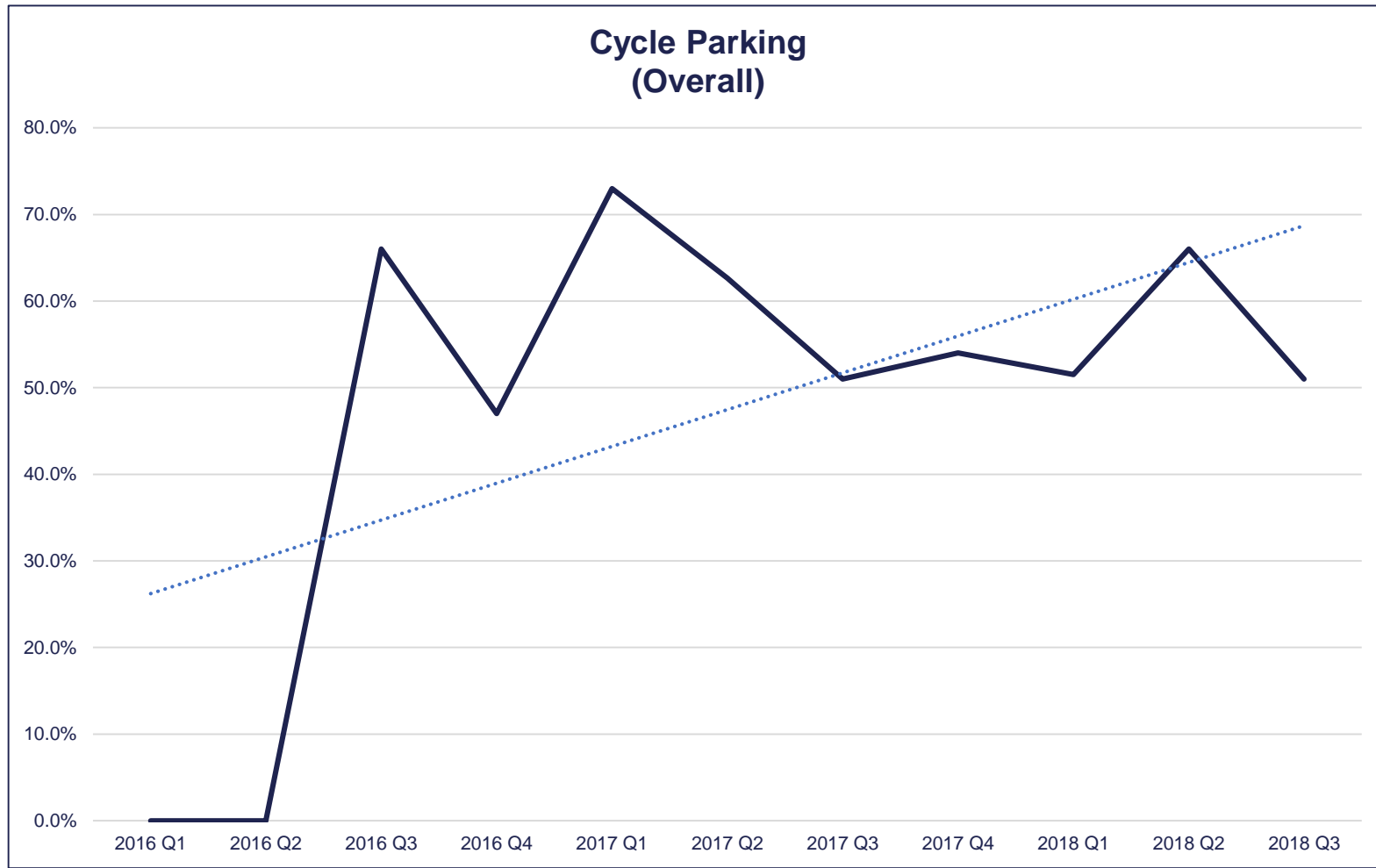
Shadow National Rail Passenger Survey



The scores for car parking overall at Grimsby Town station are lower during the autumn and winter months, picking up through the spring and summer. It is interesting that the capacity of the car park and overall satisfaction have contradicting trends, whereas usually it would be expected that these are directly linked.

Customer Analysis

Shadow National Rail Passenger Survey



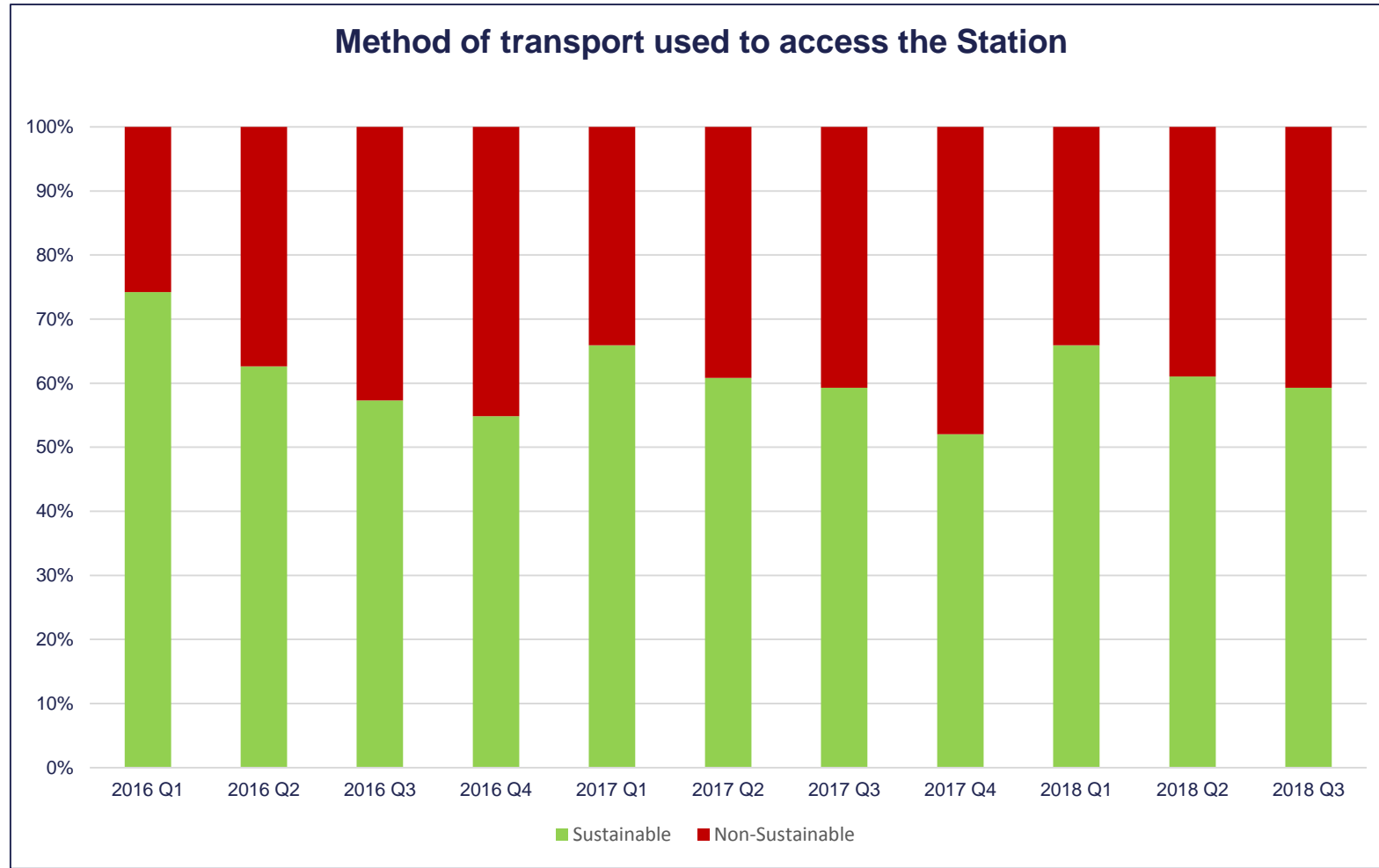
Grimsby Town benefits from an established cycle hub run by an enthusiastic team.

The hub is popular with regular users, and often the cycle parking at the station is full, especially in the summer months.

The hub may benefit from an expansion, building on the existing success.

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	

Located in the town centre, it is unsurprising that many customers access Grimsby Town station by sustainable means.

Evaluation

Summary of findings

Grimsby Town station is well placed to serve the commercial areas of the town, with the main shopping centre just a short walk away.

Provision for access to the station from various modes is good. There is a fantastic cycle hub at the station which is well used and offers a wide range of services beyond storage. The knowledgeable and engaging staff are an asset to the station and are key to its popularity. It is important that TransPennine Express support their activity and promote this facility.

Local bus services are available from stops on Bethlehem Street, again a very short walk from the station entrance. This creates a transport area of the town with easy interchange between the two modes.

Access by car is good. Road links are strong, and there are a number of large roads which run close to the station. Congestion is often experienced on Bethlehem Street due to the number of buses and the interaction with pedestrians. The shared areas between cars and pedestrians around the station work well as a traffic calming measure, and make it easier for customer leaving the station on foot.

The taxi rank at the station is extremely busy, and due to this, taxi drivers flock to it. More often than not, there are more taxis in the area than the rank can accommodate, and the overflow can impact on the traffic using Bethlehem Street, and prevent larger vehicles from accessing the station forecourt. More rigorous enforcement of the traffic regulations in this area could prevent this issue from occurring.

On the whole Grimsby Town is very well connected, with good links to a variety of modes which offer a viable alternative to personal car use as a means of accessing the rail services.

Delivery

Objectives, Targets & Actions

Objectives

- Encourage travel to/from our stations by sustainable methods.
- Increase awareness of the facilities which are available at our stations and in the surrounding area to support travel by sustainable modes
- Make improvements to the facilities at our stations to support travel by sustainable modes to provide a consistent standard across all TransPennine Express stations, adopting industry best practice where possible.
- Implement innovative solutions to enhance the experience of travelling to/from our stations by sustainable methods.
- Regularly monitor and evaluate travel patterns to/from our stations to gain an accurate representation of modal share, and use these results to set appropriate targets and monitor the effectiveness of the work being undertaken to encourage travel by sustainable methods.

Targets

- Year-on-Year percentage increase for modal share by sustainable methods

Actions

The actions set out in this Station Travel Plan complement or are in addition to the 400 Franchise Commitments which TransPennine Express will deliver within the 7-year franchise period, each of which is designed to revolutionise the train service and improve the customer experience for rail users across the North. A number of these commitments have already been delivered and are already having a positive effect. Full details of all of the franchise commitments can be found on the Department for Transport website.

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

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

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

Delivery Action Plan

Theme	Description	Impact	Funding Source	Deadline	Risk	Priority	Update
Public Transport	Engage with local transport operators and local authorities to jointly review timetables to understand what connections are currently available with which services, and identify where changes could be made, or trials initiated.	High	To be determined	Within 12 months	No risk is associated with this activity	High	Further discussions needed
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.	Medium	To be determined	Annually	No risk is associated with this activity	Medium	Shadow NRPS utilised for user insight.
Cycling	Conduct cycle audits at a frequency no less than every quarter to monitor utilisation and state of repair, and determine if the facilities are fit for purpose.	Low	None required	Quarterly	No risk is associated with this activity	Medium	DfT are considering how cycle utilisation data is collected and consolidated. TPE will replace this method when determined.
Cycling	Upon completion of the new cycle hub, host a launch event with activities such as security marking or repair sessions, promoting both the facility and the services available.	High	To be determined	To be delivered in line with the completion of the new cycle hub	Lack of attendees	Medium	Awaiting completion of the Cycle Hub
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.	Low	None required	Quarterly	No risk is associated with this activity	Medium	Project delayed whilst car parking facilities are reviewed
Car Parking	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	Project delayed whilst car parking facilities are reviewed.