

Station Travel Plan Selby

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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.

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

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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

Selby District Council

Selby District Council is the local government district of North Yorkshire with responsibility for Selby, however transport in the Selby district managed by North Yorkshire County Council.

County Council

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.

Rail User Group (RUG)

Selby & District Rail User Group

Selby & District Rail User Group campaign to improve and defend rail services on behalf of Selby and District Users. It will make representations and put forward views on all rail issues which may affect Selby and District Rail Users to politicians, civil servants, train operating companies, Network Rail, and the general public

Local Area

Station Details

Station

Selby Railway Station
Station Road
Selby
North Yorkshire
YO8 0NW

Located to the South of York, on the banks of the river Ouse, Selby is a large town with a population of around 15,000. There are plans to increase this population as the council recognise the positioning of the town in relation to Leeds, York and Hull, and its growing popularity as a commuter town. There are also opportunities to develop the commercial potential of the town, developing new sites to complement the existing tourist industry.

Station Manager

Daniel Dreggs
Group Station Manager (Humber)

Local Authority

Selby District Council

Train Services

Selby is one of the key calling points on the main line between Leeds and Hull, with frequent connection through to Leeds, York, Manchester, and south to London.

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/selby

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

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

Cycling

National Cycle Routes

Overview

National Cycling Route 65

National Route 65 of the National Cycle Network runs from Hornsea to Middlesbrough and also forms a part of the Trans Pennine Trail (east) cycle route between Selby and Hornsea. The route is fully open and signed.

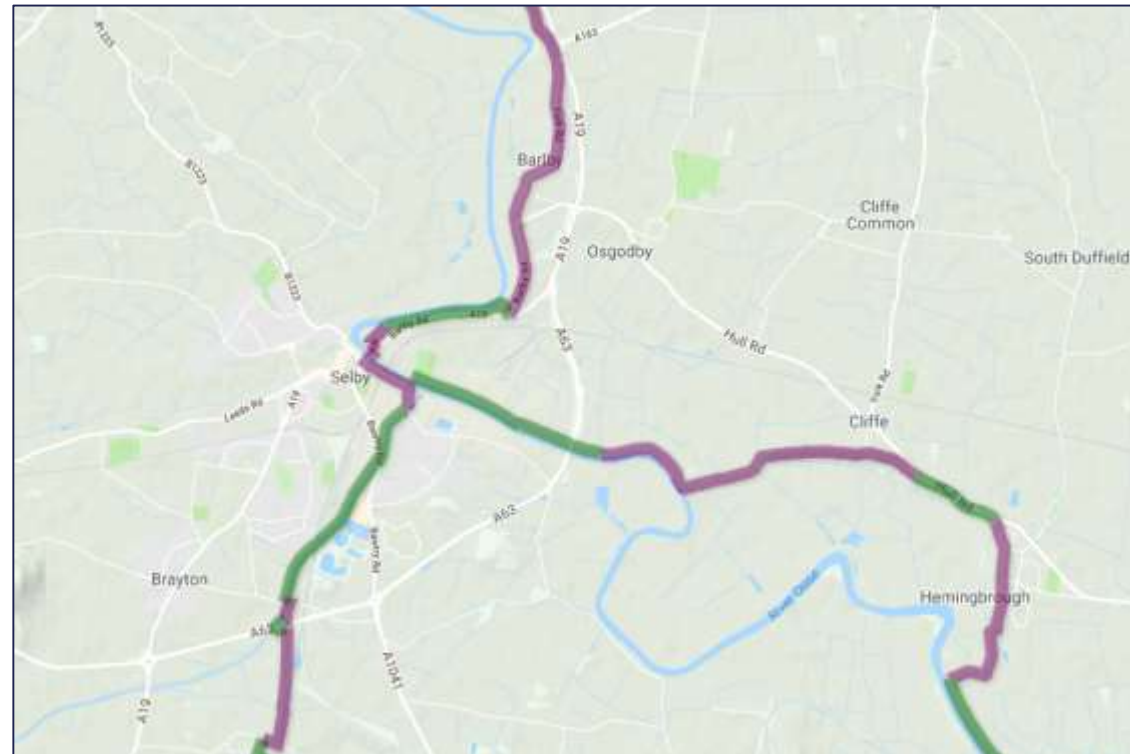
National Cycling Route 62

National Route 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of The Trans Pennine Trail which is a long-distance path running from coast to coast across northern England.

Section 3. Stockport to Selby

Continuing from Stockport on a mixture of traffic-free and on-road routes, National Route 62 opens out from Hadfield onto a traffic-free path through the northern Peak District, heading up the Longdendale valley via the Longdendale Trail to Woodhead and on to Doncaster, almost entirely traffic-free. The route then continues to Selby on a mixture of traffic-free sections and minor roads.

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.

Cycling

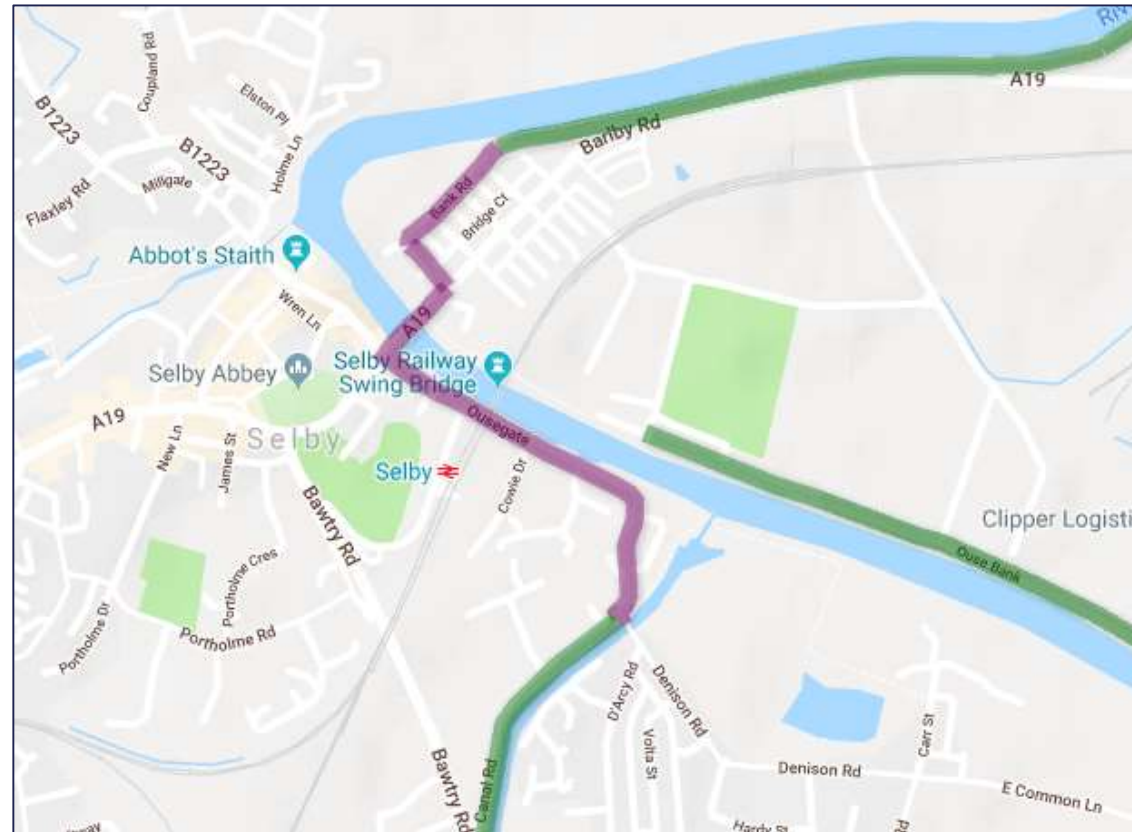
Local Cycle Routes

Overview

There are no marked cycle routes in the vicinity of the station, however it would be easy to access the station using route 65, just a short distance from the station via Station Road.

Longer term, as part of any developments around the station, it would be positive to provide cycling links to the town centre to offer better links to the residential and commercial areas of the town.

Local Cycle Routes



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

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

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

Useful Links

Selby District Council

www.selby.gov.uk/cycling-help-and-advice
Information about cycling and walking within the East Riding of Yorkshire

Cycling

Cycle Parking

Overview

As part of TransPennine Express' franchise agreement, Selby benefitted from brand new cycle parking facilities, installed in early 2018, supported by North Yorkshire County Council and Selby District Council.

The new facilities located next to the station entrance prioritises cycle parking over car parking, and offer high quality facilities for cyclists.

This new facility has yet to see high levels of use, however the quantity was provided in anticipation of the housing developments currently under construction and the establishment of Selby as a key commuter belt for Leeds, York and Hull. It was also as recognition of the parking issues at the station, and offers an alternative above the well used existing cycle parking facilities at the station.

Station Entrance



Spaces	72
Type	Two Tier
Security	Covered by CCTV
Weather Protection	Canopy
Utilisation	TBC

Platform 1



Spaces	80
Type	Sheffield Stands
Security	Covered by CCTV
Weather Protection	Station canopy
Utilisation	TBC

Walking

Pedestrian Access

Overview

Immediately surrounding the station, walking routes are not clear. Dropped kerbs are provided for pedestrians to cross to the opposite side of the carriageway, however many walk on the station side of the road, with the footpath finishing just beyond the out of hours entrance to the station. This causes many to walk in the carriageway and drift to the pavement of the other side, or walk along the car line to the car park.

There is wayfinding signage outside the station, directing to key landmarks within the town centre. Whilst being well positioned, this signage is in need of repair.

As pedestrian's approach Bawtry Road, they are faced with a choice of routes. There are steps to either side of the road bridge, however these are steep and uneven, and do not have well positioned handrails or defined step edges, making them difficult to use for older or disabled customers. The alternative route is to walk and cross at the junction of Station Road, Bawtry Road and Park Street, however traffic levels make this very difficult. For pedestrians walking into the town centre, the best route is to cross the road immediately outside the station, follow the pathway round past the park and use the crossing at the traffic lights at the junction of Bawtry Road and the Crescent.



Public Transport

Bus Services

Overview

Selby railway station is well positioned close to the bus station, giving good links to surrounding towns and villages. The bus station is comprised of a number of stands along the road sides, with small shelters.

Longer term there are aspirations to make changes to the bus station to improve facilities and encourage a greater transition between bus and rail.

There are a range of bus services available, connecting with surrounding towns and villages. Bus services are also available for longer distance journeys to Doncaster, York and Leeds; however the journey times are significantly longer than when travelling by train.

Image Source: National Rail Enquiries

Bus Stands



Useful Links

National Rail Enquiries

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

Selby is well connected by road, with a number of major A roads heading in all directions, linking up with key motorway links in the region. The A19 is the main North/South route, intersected by the A63 which runs West to East from the M1 and A1M, which opens up further journey opportunities.

The key link in the area is the M62, which is well established as the main East/West corridor for the North of England, connecting Hull with Liverpool via Leeds and Manchester.

Road Network Map



Image Source: Google Earth

Road Access

Local Road Network

Overview

The A63 essentially forms a bypass for Selby, enabling drivers to circumnavigate the town centre. For many, depending upon their destination, even from the north side of the town, faster journey times can be achieved by using this external route which is less congested, and doesn't experience level crossing.

Road Network Map

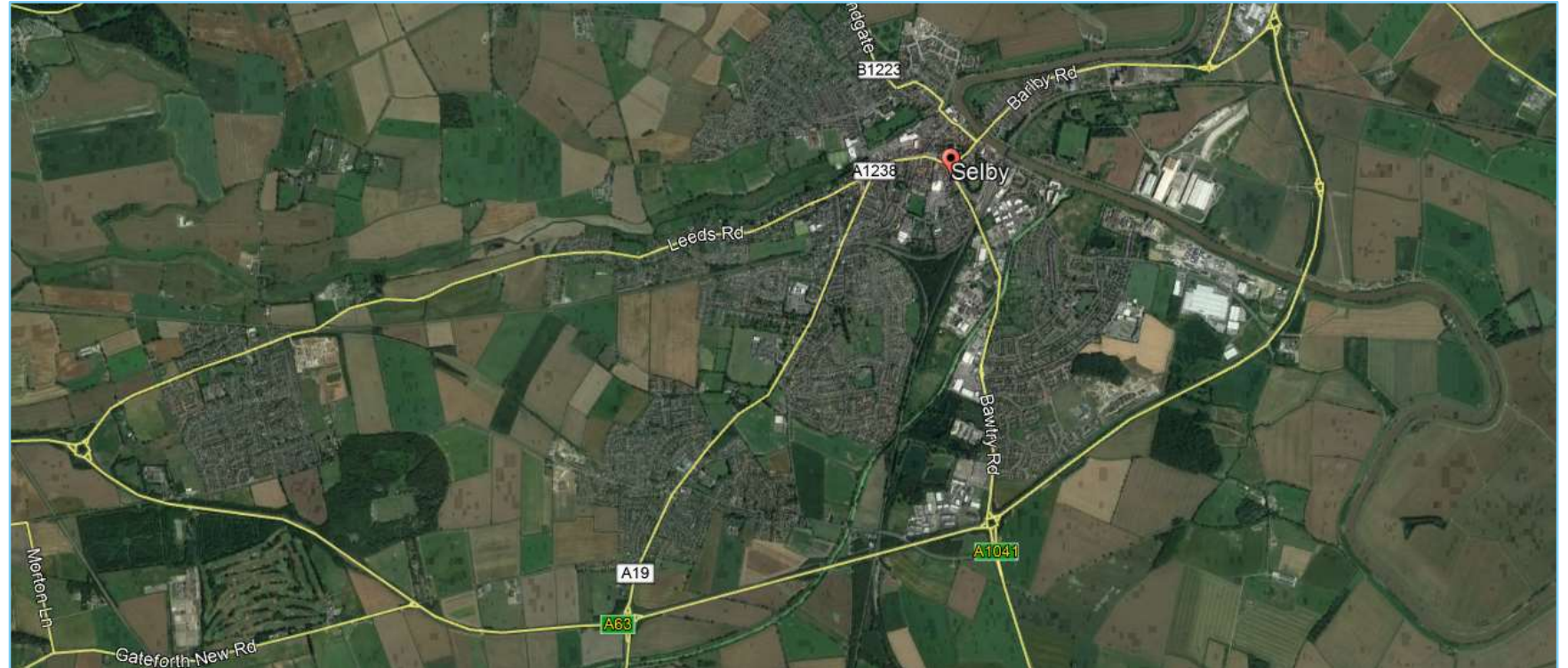


Image Source: Google Earth

Road Access

Immediate Road Network

Overview

The junction of Station Road, Bawtry Road and Park Street at the end of the bridge is a known trouble spot within the town. The tight turns and traffic volumes create issues, compounded by the volume of buses using the junction.

At the front of the station, the narrow road, often narrowed further by parked cars can cause congestion, especially around train departure and arrival times with the 'kiss and ride' approach being taken by many.

Road network serving the station



Road Access

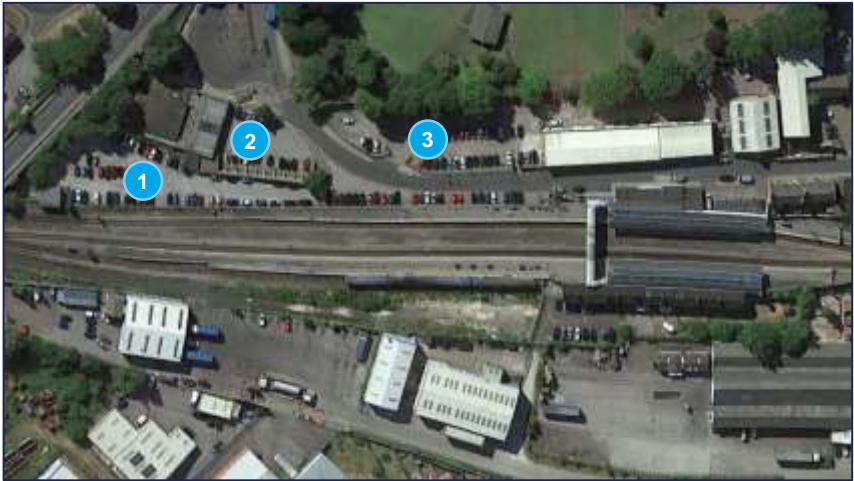
Car Parking

Overview

Car parking provision at Selby station is quite high, however demand continually outstrips capacity, TransPennine Express have looked for suitable locations to provide additional car parking at the station, making use of redundant land behind platform 2 and 3, however this has not returned any opportunities, but more options are being explored with key partners.

The station car park is split into a number of sections, with the bulk located to the far end of Platform 1. A section then runs between the platform and the road, with direct access to each space from the roadway, and a further section is located outside the social club, known as the 'club' car park.

Car Parking Locations



- 1 Station Car Park**
Managed by APCOA on behalf of TransPennine Express
- 2 Station 'Club' Car Park**
Managed by APCOA on behalf of TransPennine Express
- 3 Station Road Car Park**
Managed by Minster Baywatch

Station Car Parks



Standard Bays

Blue Badge

Premium

Car Share

EV Charging

Total

Motorcycle

- 141** Car parking charges apply at all station car parks managed by TransPennine Express. Prices vary by location.
- 7**
- 0** 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.
- 0**
- 0**
- 148**
- 4**

Road Access

Taxis

Overview

There is a taxi waiting area at the front of the station, with capacity for three taxis.

There is also a private hire taxi office based at the station.

Private Hire

The principal minicab operators in the area are:

Station & Selby Taxis

01757 702 567

Selby Cabs

07826 559 373

21 Taxis

01757 212121

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

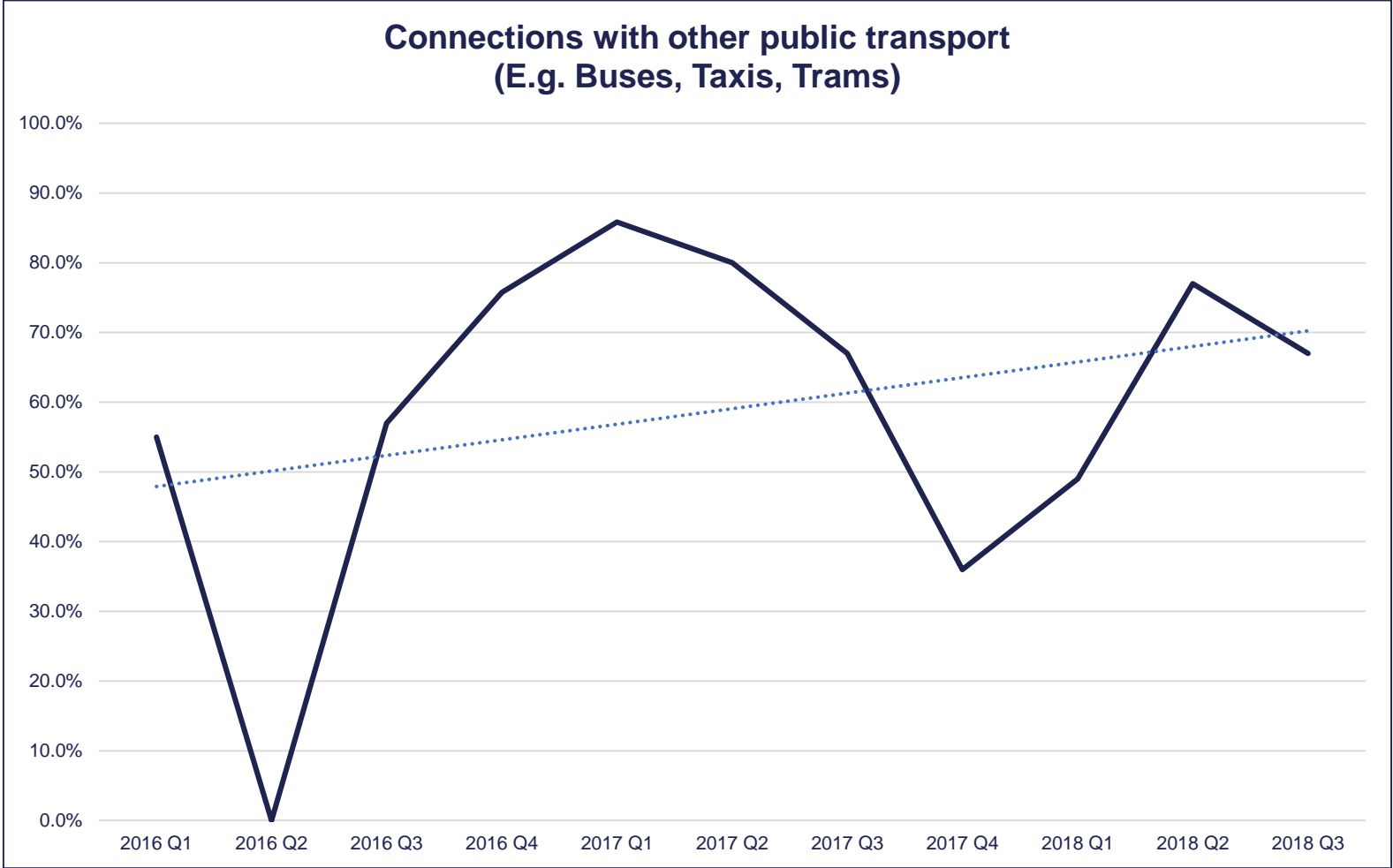
Transport Focus

www.transportfocus.org.uk

Producers of the National Rail Passenger Survey and customer advocate.

Customer Analysis

Shadow National Rail Passenger Survey

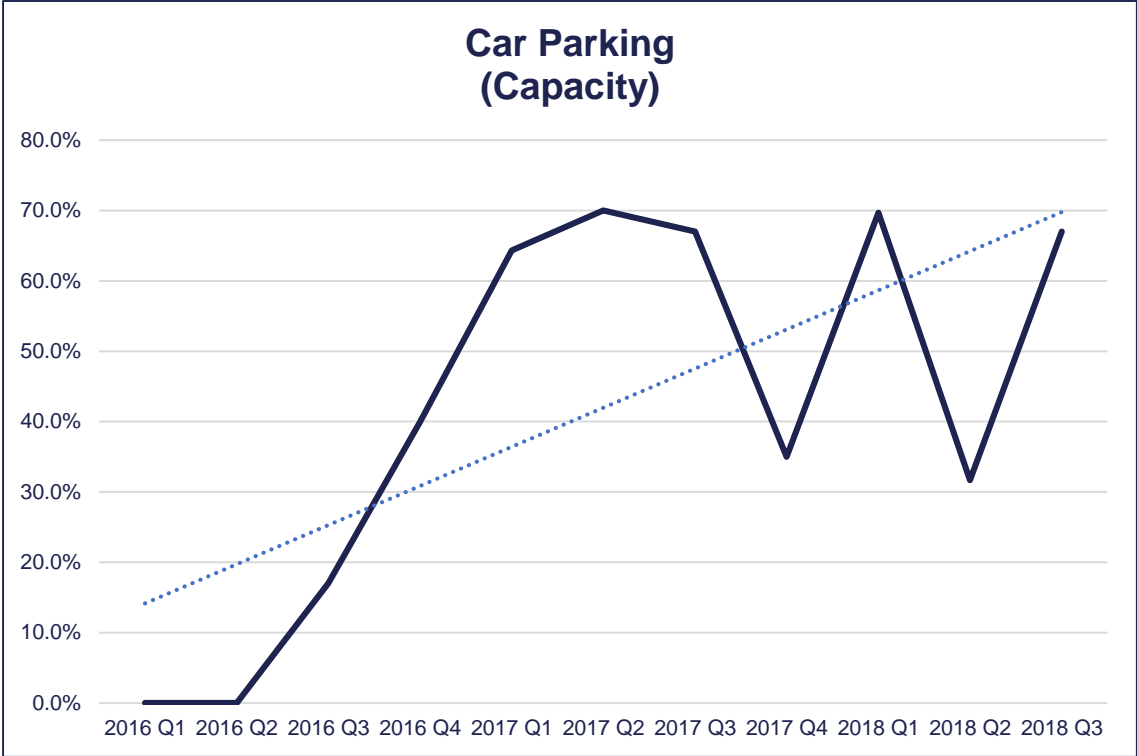
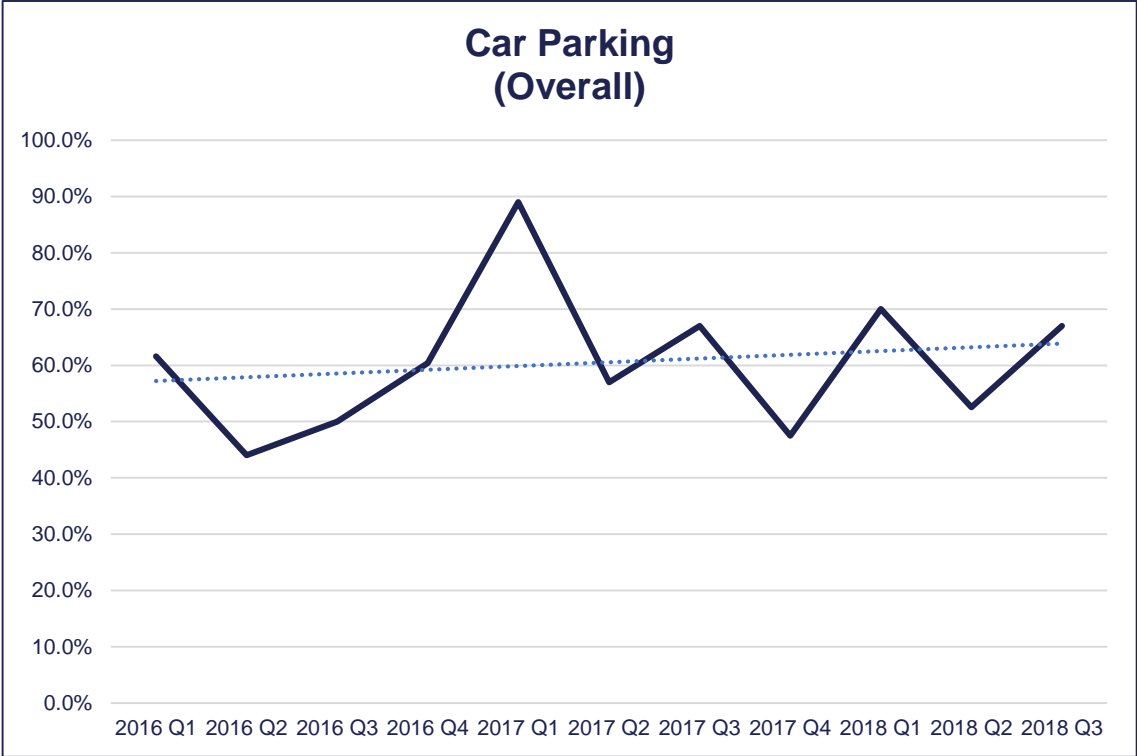


Selby railway station is well connected with public transport, with the bus station just a short walk away on station road and a taxi office at the station.

Despite this, the scores are somewhat erratic for this measure, likely due to the small sample sizes.

Customer Analysis

Shadow National Rail Passenger Survey

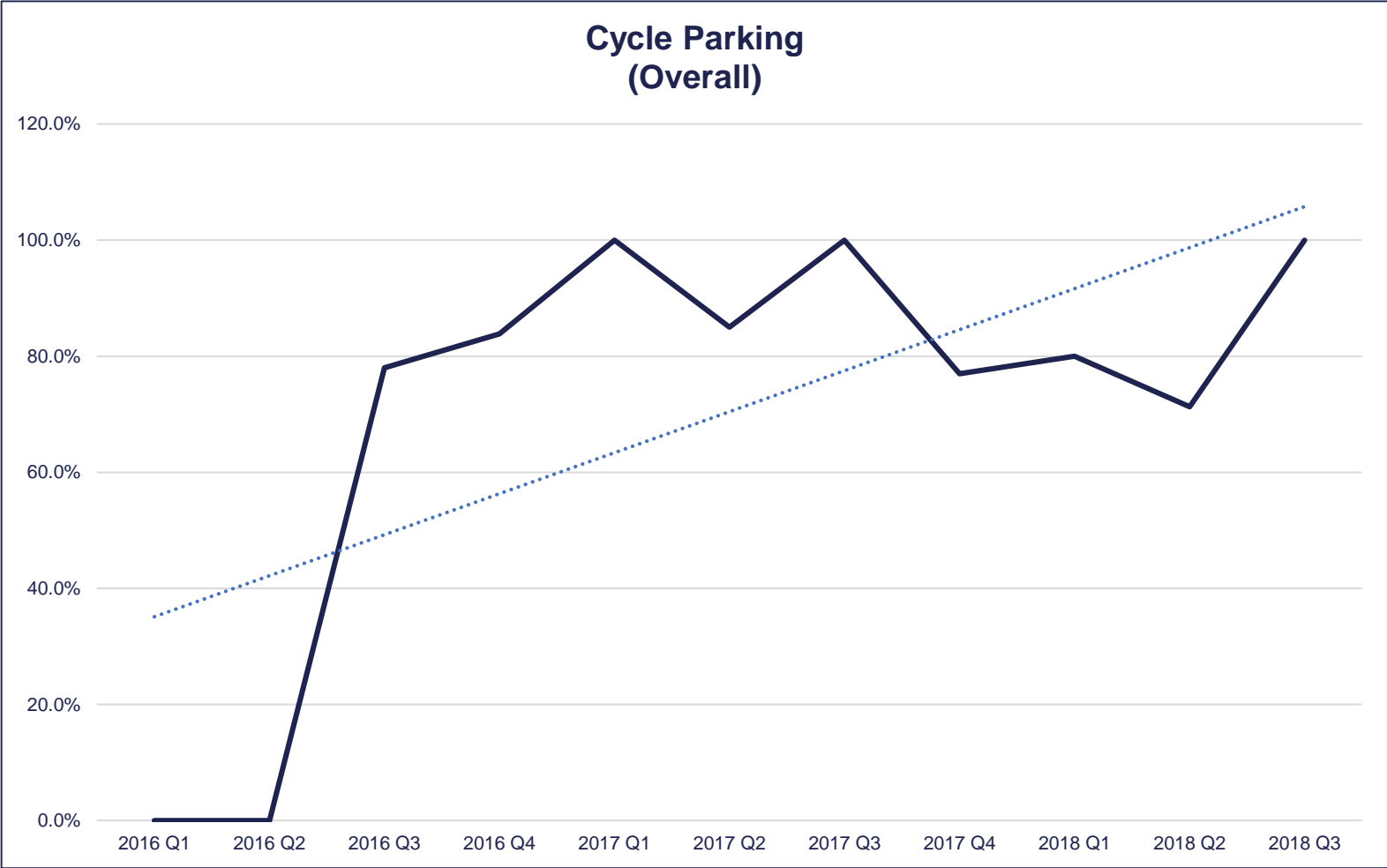


Selby railway station benefits from a large car park, with additional car parking available close by, however, due to the strong connections from the town to Leeds and York, demand outstrips capacity, and any customers arriving after the morning peak are unlikely to find a space, causing dissatisfaction amongst the off peak/leisure market.

Opportunities for additional parking continue to be explored, but at this time, none are suitable.

Customer Analysis

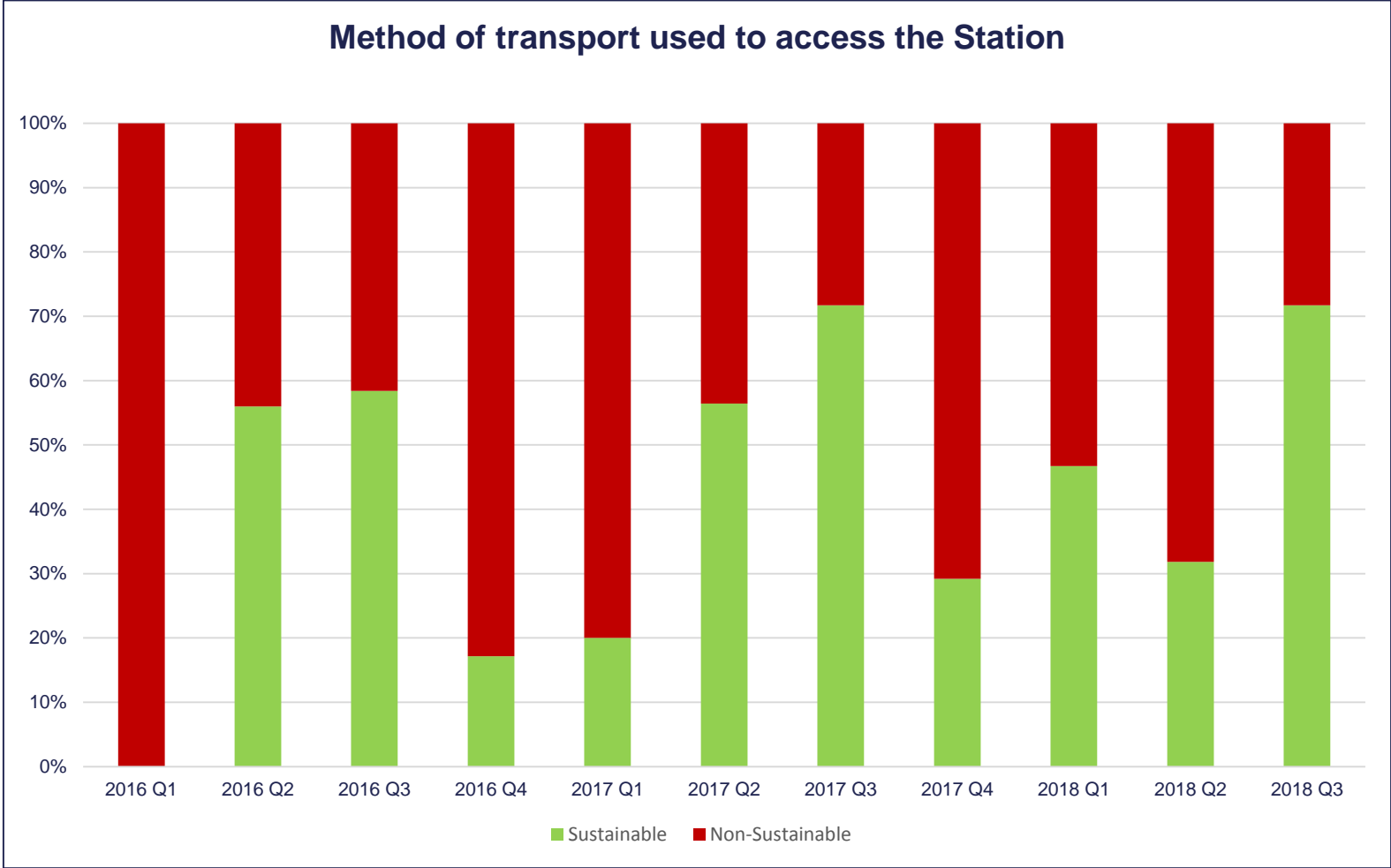
Shadow National Rail Passenger Survey



Selby is popular with cyclists, with the cycle racks provided at the station often seeing high capacity. In light of this, capacity was more than doubled in early 2018, so it is pleasing to see high scores for this measure.

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	

There are evident peaks and troughs in the methods used to access the station, with great disparities which can again be attributed to the small sample size used.

It is expected that as a town centre station, a good mix of modes should be utilised.

Evaluation

Summary of findings

Selby is on the receiving end of significant investment, with new facilities being installed, and opportunities explored to expand the car park facilities where suitable land can be identified. TransPennine Express has explored options to introduce a new car park on the platform 2 and 3 side of the station, increasing capacity and improving access, but this has not been possible due to required Network Rail access to this land.

There are several smaller scale opportunities which will fix some long-standing issues and ease the access to the station. It is important to plan and address these now whilst works are being scoped as to try and implement these at a later date will be much more difficult.

The ambitions for the station and its facilities are well aligned to the wider aspirations for Selby to be established as a key commuter hub with access to Leeds, York, Hull and even London. Through constant engagement with the council, any works carried out at the station will complement, and not contradict their developments.

The largest legacy issues impacting the use of Selby station is the access to platforms 2 and 3. The lack of lifts leaves those with heavy luggage, pushchairs and bikes facing difficulties using the stairs, and disabled customers using the barrow crossing, which is reliant upon staff, and at the mercy of train services which dictate opportunities to cross the line. Similarly, those residing to the South of the station, which includes a number of new housing developments, have difficult access to the station by road, and few defined walking routes. Opening up the south side of the station as was hoped with a new car park facility would have gone some way to remedying a number of these issues until lifts can be installed, which is pending approval of the Access for All bid submitted by TransPennine Express and Network Rail with support from the local authority, and much backing from the local community.

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
Accessibility	Pursue all opportunities to see lifts installed at the station to improve accessibility	High	TBD	Ongoing	None	High	Application submitted for Access for All funding to provide station lifts.
Planning	Engage with the council on the delivery of the station masterplan	High	Council	Aspiration set by Council	None	High	Engagement continues.
Car Parking	Explore opportunities to provide additional car park capacity through expansion of the current car park, or provision of a new car park close to the station.	High	TBD	March 2019	Increased road usage around the station	High	Opportunities for additional car parking continue to be explored.
Road Access	Work with the council to look at opportunities to change the surrounding road network serving the station to ease the flow of traffic and reduce inconsiderate parking near the station entrance.	Medium	Council	In line with car park developments	Resistance from residents	Medium	Engagement continues.
Walking	Work with the council to introduce a pedestrian crossing at station entrance to encourage use of the pavements when leaving the station	Low	Council	In line with delivery of Masterplan	None	Low	Engagement continues. This requirement is a consideration of the station masterplan.
	Look to introduce a defined walking route to the station car park, reducing the number of customers walking in the carriageway.	Low	TBD	In line with car park developments	None	Medium	Opportunities explored but are not possible.
	Request that the council update the pedestrian wayfinding signage at the station. This may be done as part of the station masterplan and resulting changes to the town centre.	Low	Council	In line with delivery of Masterplan	None	Low	Engagement continues. This requirement is a consideration of the station masterplan.
	Explore opportunities to introduce a safer walking route to Park Street, removing the need to use the steps or cross at the junction of Station Road and Bawtry Road.	Low	TBD	In line with car park developments	Access issues onto Park Street	Medium	Engagement continues. This requirement is a consideration of the station masterplan.
Cycling	Promote the new cycle parking facilities at the station to encourage further uptake of sustainable modes for accessing the station.	Low	TPE	May 2018	None	High	New cycle parking is in place with clear signage applied.
	Work with the local authority to explore options to improve cycle provision leading to and from the station to make cycling a safer option for many station users.	Low	Council	In line with wider station area developments	None	High	New for 2019/20