

# **Lincolnshire Accessible Stations - Tranche 1**

## **Appendix B – Grantham Station**

**Lincolnshire County Council**

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## Grantham – outline station facts

**Annual Patronage (pre Covid)** 1,413,006 ppa (34 trips/head population)

**Patronage growth vs 10 years previously** +34%

**Population** 42,000

**Development potential – Local Plan**

### Housing

Within 1km:

- 46 dwellings have permission and are expected to be delivered by 2024, a further 38 dwellings have planning but are not expected to be delivered until after 2024.<sup>1</sup>

Within 5km:

- 367 dwellings have permission and are expected to be delivered by 2024, a further 180 dwellings which have permission are expected post 2024.<sup>1</sup>
- 1,800 dwellings at Poplar Farm in the North West Quadrant Sustainable Urban Extension (SUE), 514 of these were complete by 2019 with a further 236 expected by 2024.<sup>1</sup>
- 3,700 dwellings at Spital Heath Garden Village received Outline planning in 2019, 500 dwellings expected to be delivered in the SUE southern quadrant by 2024.<sup>1</sup>

**Resultant daily rail trips (assumes 3,010 dwellings by 2029): 164 arrivals and 160 departures**

### Employment

Within 5km:

- 8ha of land allocated for employment at Prince William of Gloucester Barracks.<sup>1</sup>

**Resultant daily rail trips (assumes 4ha B2 and 4ha B8): 7 arrivals and 8 departures**

## Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Grantham station might be improved and recommend actions to be taken to increase rail use. Grantham Station is one of five stations chosen as part of the Tranche 1 process in order to conduct initial station pilots. If the measures are implemented and then shown to make a difference to passenger demand, the initiative has the potential to be rolled out at further stations across Lincolnshire.
- 1.2 This section will follow the following structure:
  - The current accessibility of the station. This includes access to the station and also when you are at the station.
  - The potential to increase trips from the existing community and through development plans in community. The focus will be on non-car modes, but not exclusively so.

<sup>1</sup> South Kesteven District Council Five Year Housing Land Supply Assessment 2019-2024: <http://www.southkesteven.gov.uk/CHttpHandler.ashx?id=25193>

- The known plans to improve the station, environment and train services, and level of confidence that these will be delivered.
  - The plan for each station detailing improvement works required
  - The study will then include a ball-park cost estimate to undertake the recommended works.
- 1.3 Refer to the main Lincolnshire Rail Station Accessibility Tranche 1 report for details of the approach and methodology for each mode, funding streams and monitoring of measures applied across all stations.

### **Station Context**

- 1.4 Grantham Station is located on Station Road in the centre of Grantham. Grantham is the second largest town in Lincolnshire, after Lincoln, and has a population of 42,000.
- 1.5 Grantham Station has had a Travel Plan produced in 2016 by SYSTRA which identified many issues and potential measures. It was also awarded Growth Point status in 2007 with approximately £6 million worth of funding. However, the 2016 Travel Plan notes that many of the issues raised in 2007 were still present, particularly with regards to the isolation of the station in the town. The issues highlighted in this section are similar in nature to those raised in the Travel Plan.
- 1.6 Patronage at Grantham station is 1,413,006 ppa (source: Office of Rail Regulation (ORR)) which is also the second largest in the region behind Lincoln Station.
- 1.7 Grantham is an important interchange station and is served by a range of train operating companies, East Midlands Rail (EMR), London North Eastern Railway (LNER) and Hull Trains (HT) services, Transpennine Express (TPX).
- 1.8 In January 2022, there were the following direct two-way services between:
- Grantham and Lincoln - 7 Monday to Friday
  - Grantham and Skegness - 22 Monday to Friday, 23 Saturday and 20 Sunday
  - Grantham and Nottingham - 54 Monday to Friday, 55 Saturday and 49 Sunday
  - Grantham and Leeds - 33 Monday to Friday, 17 Saturday and 26 Sunday
  - Grantham and Norwich - 25 Monday to Friday, 26 Saturday and 19 Sunday
  - Grantham and Hull - 12 Monday to Friday, 11 Saturday and 12 Sunday
  - Grantham and York - 18 Monday to Friday, 13 Saturday and 7 Sunday
  - Grantham and Harrogate - 12 Monday to Friday
  - Grantham and Bradford - 4 Monday to Friday
  - Grantham and Liverpool - 15 Monday to Friday, 20 Saturday and 10 Sunday
  - Grantham and London - 84 Monday to Friday, 70 Saturday and 54 Sunday
- 1.9 EMR and LNER had committed in 2021 to providing improvements to Grantham services, the intention remains to roll them out as planned. The improvements are as follows:
- Additional peak services between Nottingham and Grantham with EMR
  - Amendments to the Grantham to London LNER service so that services are more evenly spread throughout the day, e.g. between the 08.33 and 11.07 services departing from Grantham for London there are only two services at 09.21 and 10.19.
- 1.10 The station is therefore very well served by train services and has seen patronage grow by 34% across the last 10 years. Reflecting its important role in connecting east/west services to those travelling north/south, especially to London.

- 1.11 Looking forward, patronage is expected to increase further with committed housing developments (resulting in an additional circa 3,010 dwellings by 2029) and committed employment developments, all within an accessible distance of the station.
- 1.12 The challenge for Grantham is to improve the connection between the town and the station and to capitalise on the excellent service provision to use its position as a major regional interchange to increase rail patronage across the region, and at the same time encourage rail users into Grantham, not simply pass through it.

### Station Facilities

- 1.13 Grantham is a Category A station, it is an almost 24/7 staffed station with excellent facilities compared to the other stations in this study. There are toilets, two coffee shops, ticket machines, ATMs and waiting areas. There are shelters on all 4 platforms, all of which have step free access with lifts. However, there is no tactile paving at the edge of the platforms.
- 1.14 There is a significant volume of car parking spaces available, after LNER have recently completed works on providing a new car park area there are now 263 spaces, including 17 disabled spaces. The majority of the car parking spaces were vacant, however the increases of the parking level was specifically aimed at Kings Cross commuters some of which are likely to be working from home during the COVID-19 pandemic (as of the time of writing there are restrictions on working in the office, although these are about to be lifted).
- 1.15 There are 63 sheltered two-tier cycle parking racks (63 spaces) opposite the station entrance.



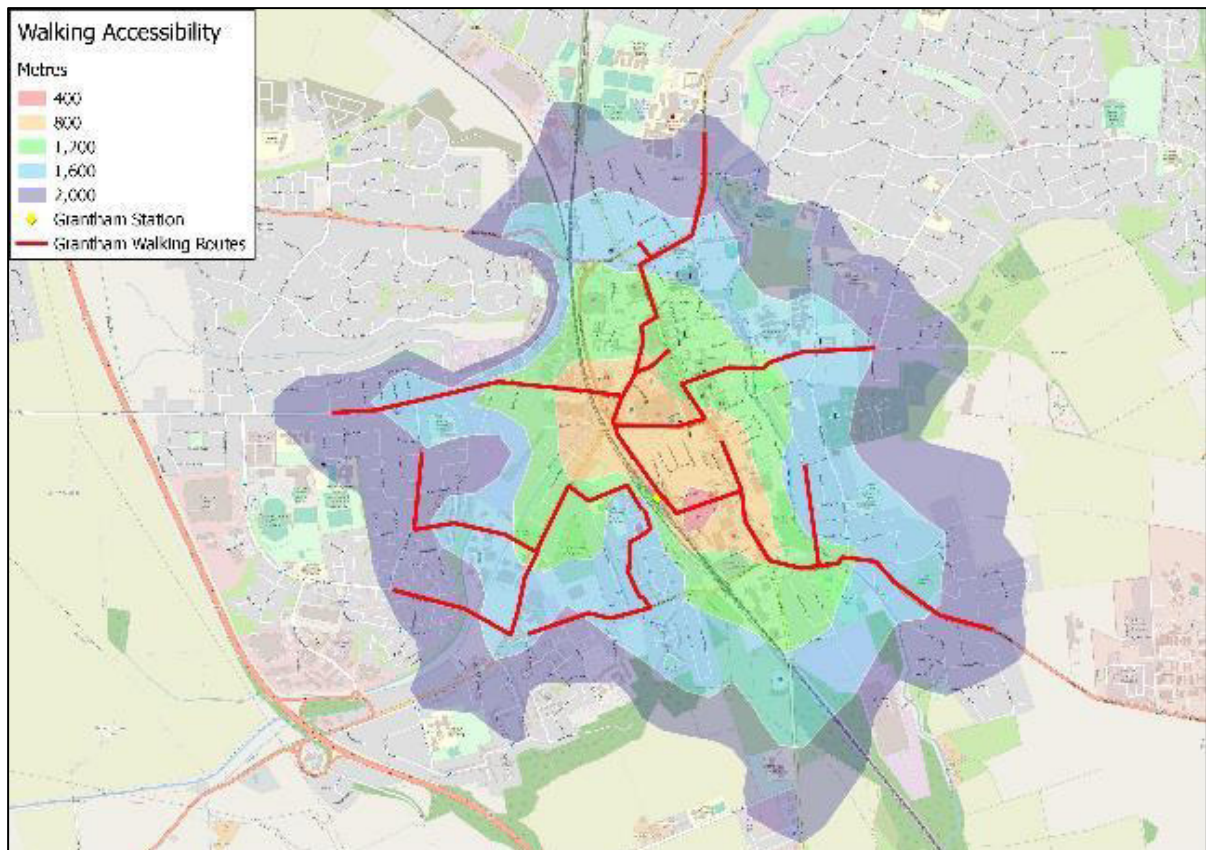
*Photo (Eastbound): Cycle parking opposite station entrance with zebra crossing.*

- 1.16 There is a taxi drop off area, typically there are taxis available without having to wait too long.
- 1.17 Enterprise Car Club Partnership with LNER Enterprise Car Club (ECC) provides vehicles for its 120,000+ members within 500 metres of over 181 stations across the British rail network. ECC partnered with LNER to cross-promote car club and rail travel to complete door-to-door journeys. Vehicles are located at owned LNER stations, of which one is Grantham.
- 1.18 There is no EV charging option at the station.
- 1.19 The facilities at the train station are very good, however a measure that could be implemented to improve the station facilities could be:
  - 2-1 Provide tactile paving at the edge of the platforms

### Walking Accessibility

1.20 The key routes for pedestrians to use to access the station on foot from the adjoining communities are shown in the Walking Accessibility plan below, and repeated at a larger scale at **Appendix B-1**. The plan shows the areas of Grantham which are within an accessible walking distance of up to 2km. This area includes all of Grantham town centre and some of the surrounding suburban areas.

**Figure 1 – Walk routes to the station**



1.21 Pedestrians access the station via Station Road. The first issue for pedestrians at the station is that whilst there is an onward travel board, it is on the wall behind people as they exit the station, therefore they are unlikely to see it. The wayfinding signage, in the station exit area, could be improved to invite and guide passengers and cyclists to Grantham town centre and other key local destinations.



*Google Streetview Snip (Westbound): Onward travel board located out of sight of exiting passengers and no wayfinding signs.*

- 1.22 There are several possible routes for pedestrians to choose when walking between the station and Grantham town centre.
- 1.23 One option is to turn right out of the station and walk towards Queen Street and Launder Terrace. There is a stepped access to Queen Street from Station Road, presenting an immediate problem to people with luggage or pushchairs and for those who struggle with steps or use a wheelchair. The footway on Launder Terrace continues towards Commercial Road where there is a substantial road crossing distance to Nursery Path which leads to the A52 London Road opposite the Sainsbury's supermarket. There is also no dropped kerb or tactile paving to facilitate the crossing. There is additionally no wayfinding to the station or to the town centre along this route, even though it is the most visible on exit from the station.



*Photo (Eastbound): Stepped access from Station Road to Queen Street/Launder Terrace*



*Photo (Westbound): Large crossing distance from Launder Terrace to Nursery Path*

- 1.24 Another option is to turn to the left out of the station and take the footpath to the right at the end of the car park on Station Road. There is wayfinding signage at this junction, showing direction and distance to the town centre and Grantham Bus Station, although as can be seen in the photo below the sign is on a dark background and is high off the ground which makes it difficult to read and not inclusive visually. Additionally, there is no direction for the train station on the sign. This sign is not visible on exiting the station.



*Photo (Westbound): Wayfinding sign on Station Road next to footpath. Difficult to read and no direction to train station.*

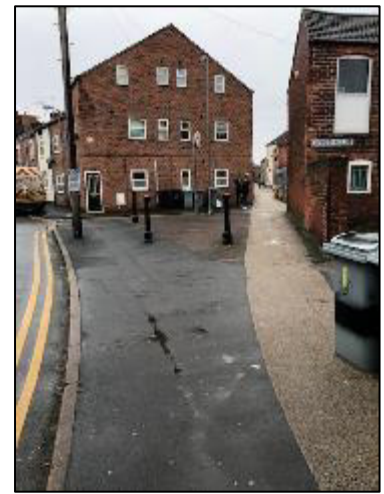
- 1.25 The footpath runs towards Railway Terrace where there is additional wayfinding signage. The photo (left below) shows the signage which is clearer to read on the lighter background and shows directions to the important landmarks, the bus station, town centre and train station. However, the direction to the bus station is incorrectly orientated and there are no distances provided. Railway Terrace is traditionally a rear alleyway, it has been demarcated as a footway although it is not necessarily apparent where the footpath is leading to when walking to the train station. There is a small pedestrian directional sign (centre below) to the station on the corner of Wharf Road and Norton Street which is orientated in the direction of the demarcated footway on Railway Terrace however it is located behind larger vehicle signage obstructing visibility of the sign. The sign directs pedestrians to a fork in the road (right below) where they are faced with two route options and it is not clear at this point that the surface colour demarcated on the footway leads to the train station.



*Photo (Southbound): Railway Terrace wayfinding signage to station. Incorrectly orientated to bus station and no distances shown.*



*Photo (South-Westbound): Norton Street and Wharf Road pedestrian wayfinding signage obstructed by vehicle signs.*



*Photo (Southbound): Norton Street, pedestrians faced with decision for route with no wayfinding signage.*

- 1.26 Pedestrians travelling towards the Westgate area of the town centre would walk along Station Road having crossed using the pedestrian crossing at the station entrance and crossed Wharf Road at the signals junction which leads to the footway on Westgate. There is wayfinding on the



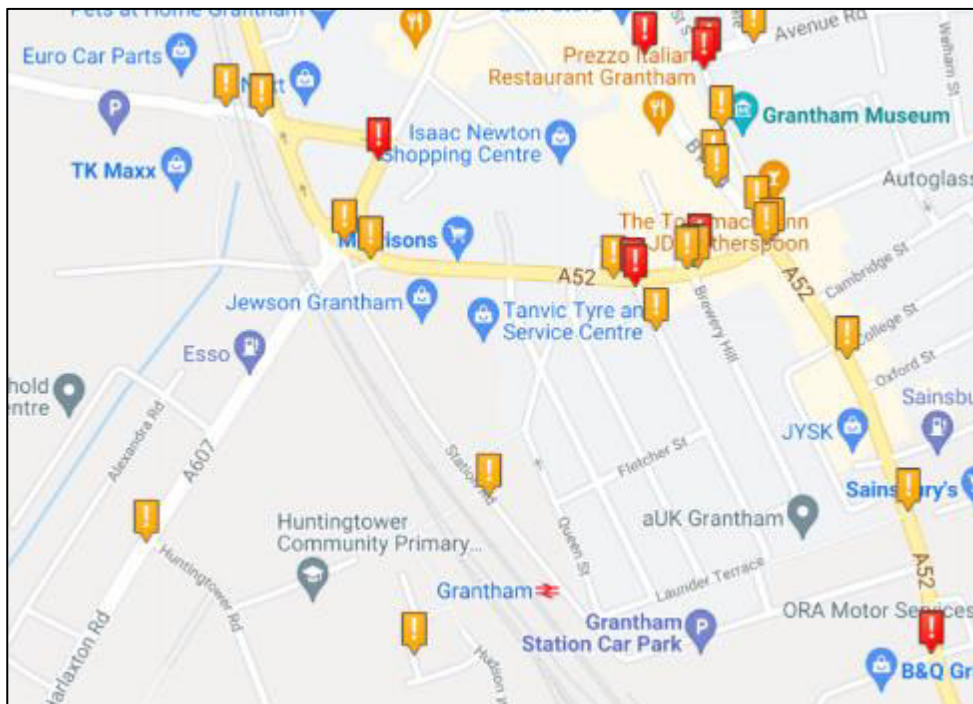
corner of Station Road and Wharf Road with directions to the station and town centre, however it is also on a dark background and high off the ground and is therefore not inclusive visually.

- 1.27 The same walk route connects the station with the west of Grantham via Dysart Road. There is no wayfinding for pedestrians on this route to the station until they reach the corner of Station Road. Some wayfinding along Westgate could be beneficial for guiding people from the town centre, as well as from the employment and residential area in the west of Grantham, to the station.
- 1.28 Another route to the west of Grantham for pedestrians is through the subway which is a tunnel running under the railway bridge to Huntingtower Road. The subway is connected to the station by a pedestrian crossing to the footway on the east side of Station Road, and then crossing at the crossing to the station entrance, which is not a direct route and could lead to pedestrians walking along the edge of the carriageway to avoid crossing twice. The subway itself is narrow and has a low ceiling height which makes it difficult for two wheelchairs or two prams to pass. The subway is in poor condition and is likely to feel unsafe for many users. The route is not signed towards the station and there is no signing to give people an idea of where the subway leads to from the station side.



*Photo (Westbound): Subway running from Station Road to Huntingtower Road.*


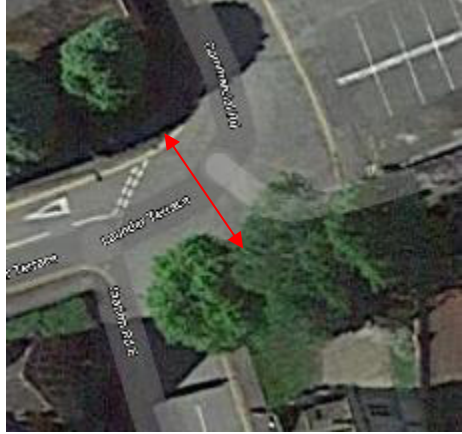
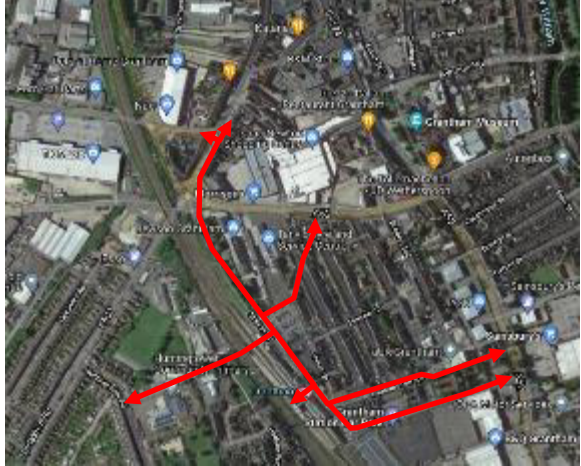
- 1.29 The final route shown on Figure 1 is to the south east of Grantham via Station Road, Station Road East and the A52 London Road. The footway along Station Road is marked out on the edge of the carriageway and connects to the footway on Station Road East which has a worn out and uneven surface. There is a signal-controlled pedestrian crossing on A52 London Road to the north of the junction with Station Road East, however there are none to the south and therefore passengers walking to or from south east Grantham would be expected to walk off route slightly in order to cross the A52. Whilst there is wayfinding on this route, it is for vehicles. There is no pedestrian wayfinding in either direction on this walk route and no indication of distance to the station.
- 1.30 The crashmap database has been interrogated for the personal injury accidents (PIAs) which resulted in a pedestrian casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There was one PIA on Station Road, outside the entrance to the subway. There were two PIAs at the junction of Station Road and Westgate. There were no PIAs at the junctions of Station Road East/ A52 London Road and Norton Street A52 Wharfe Road. There were however several PIAs on the A52 which suggest that providing additional pedestrian crossing facilities along the A52 should be considered particularly as it forms a severance point between the station and other parts of Grantham.





*Crashmap: 5 years of pedestrian casualty PIAs on key walk routes in the vicinity of Grantham Station*

1.31 In summary, the potential measures that could be implemented to improve accessibility for pedestrians could include:

<p>2-2 Relocate the onward travel information board to a more suitable location for passengers exiting the station.</p>	
<p>2-3 Provide continuous wayfinding to key destinations suitably located for passengers, starting with exiting the station. This could be supported by information panels selling attractions within easy access of Grantham station.</p>	

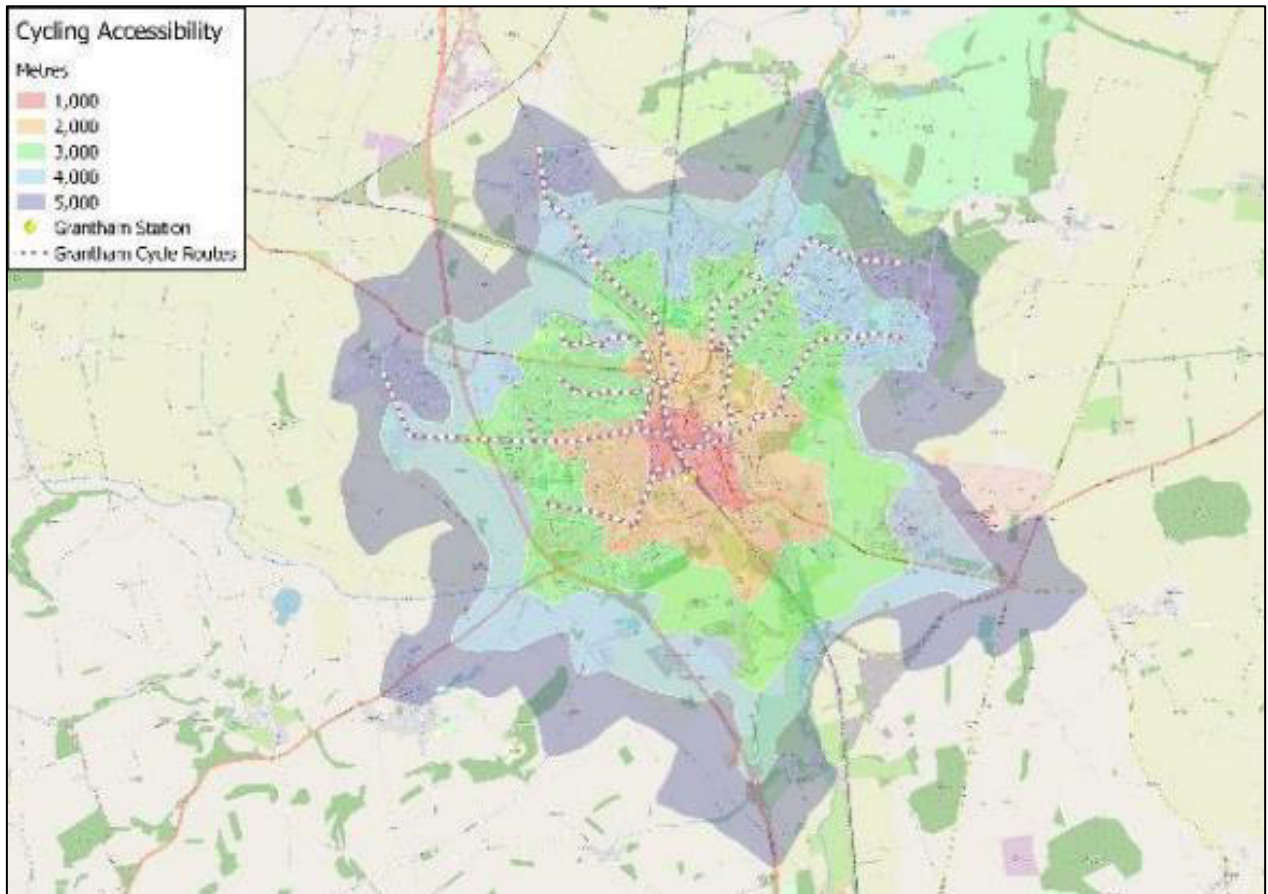
<p>2-4 Provide step free access from Station Road to Queen Street/Laundry Terrace.</p>	
<p>2-5 Provide dropped crossing and tactile facilities between Laundry Terrace and Nursery Path, along with improved signing.</p>	
<p>2-6 Make improvements to the subway, including cleaning, maintenance, CCTV provision and increased lighting with the aim of improving the feeling of safety for people using it. Wayfinding both to and from the station is needed.</p>	
<p>2-7 Provide wayfinding at suitable locations on the walk routes between the station and other key landmarks, both travelling to and from the station. Use more inclusive signing and implement it consistently.</p>	

<p>2-8 Provide an additional pedestrian crossing facility on the A52 Wharfe Road.</p>	
<p>2-9 Provide a pedestrian crossing facility on the A52 London Road to the south of the junction with Station Road East.</p>	

### Cycling Accessibility

- 1.32 Cycle journeys are appropriate for people who live beyond the walk distance to the station, and typically up to 5km. The routes passengers who might arrive on a bike are shown in Figure 2 below. This area includes all the urban area of Grantham.
- 1.33 Cyclists access the station via Station Road where there is cycle parking provided in direct view of the entrance to the station in the form of 63 sheltered two tier spaces, providing parking for 63 bicycles. When SCP inspected the site, there were 6 bikes parked, perhaps this reflects that people were predominantly working from home due to COVID pandemic. However equally it may also be a function of the time of year the site was visited (a dry January day).

**Figure 2 – Cycle routes to the station**



- 1.34 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 2, a larger scale version is attached at **Appendix B-2**. The plan also shows that all of Grantham is within an accessible cycling distance of up to 5km.
- 1.35 The main cycle routes to the west are via the subway and via the shared-use of-road foot/cycle way on A607 Harlaxton Road which is designated as part of the National Cycle Network route (NCR) 15. Cycling through the subway is prohibited and is unsuitable for cyclists because of the low ceiling height and its narrow width. The connection between Station Road and Harlaxton Road for cyclists is restricted by the railway bridge, where cyclists are encouraged to dismount. The land adjacent to the footway could be explored for potentially widening the underpass of the railway to a cycleway. Additionally, the footway on Station Road which connects to the footway under the railway bridge is very wide and there is sufficient space for a cycle on/off-slip lane which would enable cyclists to cycle on carriageway on Station Road and guiding them towards the National Cycle Route (NCR) 15 or to cross the station approach road away from the junction and join the cycle lane.



*Photo (Southbound): Station Road wide footway with potential for on/off-slip cycle lane to Harlaxton Road.*

- 1.36 Cyclists can take the route to the north via Westgate. The signal-controlled crossing is not a toucan, although the crossings are wide enough so would not be unsafe for cyclists. However, when combined with the lack of wayfinding provided for cyclists it may be a barrier to some cyclists. It may be beneficial to sign the A52 arm of the junction for cyclists so that the number of crossings between Westgate and Station Road is reduced. Westgate has wide footways although this is to accommodate the higher volume of pedestrians and is not designated as a cycle route. Currently cyclists would have to cycle on the carriageway where speeds are reduced to 20mph. The section between the signals junction and the 20mph zone is one-way (southbound) and there is no cycle provision so cyclists would likely cycle this section on the footway which may deem it unsuitable as a cycle route. There is therefore an issue of how cyclists should travel from Station Road to north via Westgate with no signed route and the difficulty of cycling against vehicle traffic flow. Firstly, it would be beneficial to upgrade the crossing of the A52 to a toucan and then to designate the footway on the east side of Westgate as a shared use foot/cycle route. In the 20mph zone, cycling on the carriageway would be reasonably safe due to the low speeds however it may be worth considering removing some of the on street car parking in order to provide a segregated cycle route.



*Google Streetview Snip (Northbound): Beginning of one-way section of Westgate from junction with A52 and Station Road. No clear route for cyclists.*

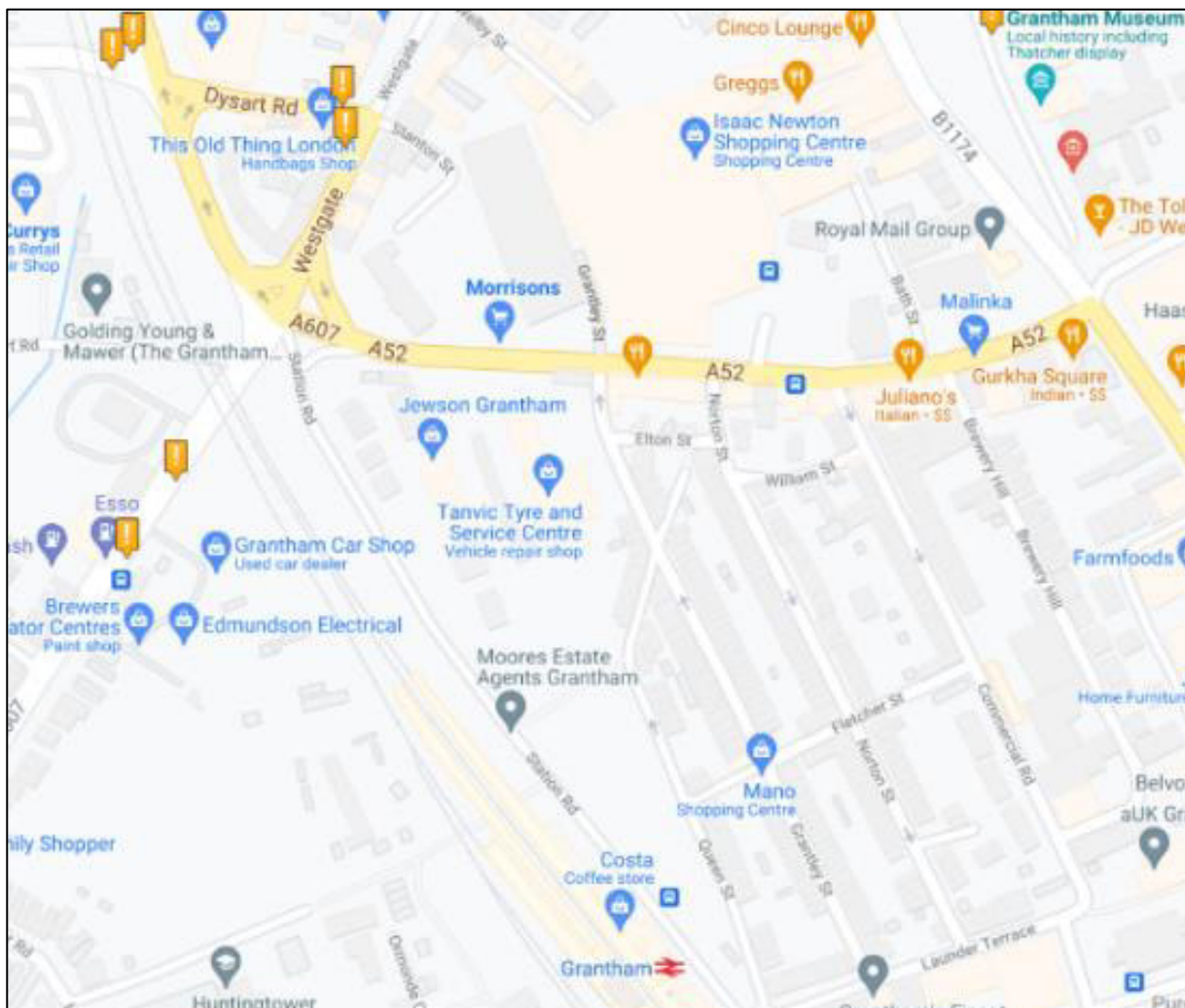


*Google Streetview Snip (Northbound): Beginning of 20mph zone where cyclists can continue north on carriageway. On street car parking could be replaced with segregated cycle route.*

- 1.37 Cyclists heading to the east of Grantham can cycle along the A52 from Station Road which is designated as an advisory cycle route. Although the route is not signed for cyclists. Crossing the

A52 would present the same issues for cyclists as experienced by pedestrians in terms of safety as there is minimal crossing provision and no toucan crossings.

- 1.38 None of the routes for cyclists traveling to or from the station have clear wayfinding or cycle facilities, this leaves cyclists unsure of which routes to take, where is safest for them to cycle and how long the journey will take, particularly if they are not familiar with the road layout.



*Crashmap: 5 years of cyclist casualty PIAs on key cycle routes in the vicinity of Grantham station*

- 1.39 The crashmap database has been interrogated for the PIAs which resulted in a cyclist casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were no PIAs resulting in a cyclist casualty recorded at the traffic signals junction with the A52. There were 2 PIAs near pedestrian crossing with Dysart Road which could suggest that a more suitable crossing for cyclists could be required however the number of accidents is low at 2 for 5 years. There were 2 PIAs on both Harlaxton Road and Dysart Road, whereas there were none on Station Road or A52 Wharfe Road.
- 1.40 In summary, the potential measures that could be implemented to improve accessibility for cyclists could include:

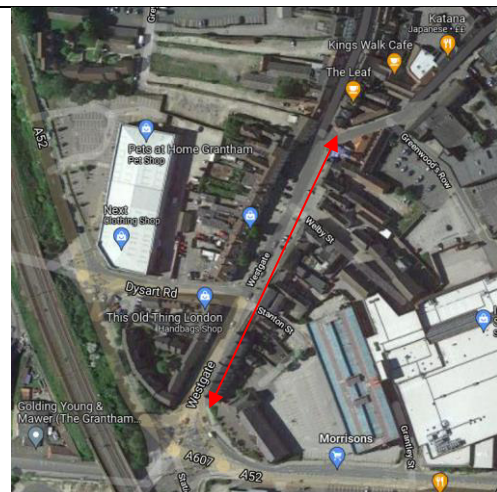
2-10 Widen footway on Harlaxton Road under the railway bridge and provide a cycle slip lane to/from Station Road to create a continuous cycle route between Station Road and the NCR 15.





2-11 Upgrade existing crossing of the A52 Wharfe Road arm of the traffic signals junction with Station Road to a toucan crossing.



2-12 Designate footway on east side of Westgate as a shared use off road foot/cycle route and connect to new segregated cycle route in the land currently occupied by on street car parking.





<p>2-13 Provide an additional crossing along the A52 Wharfe Road towards the bus station.</p>	
<p>2-14 Provide wayfinding to and from the station for the main cycle routes, particularly to help cyclists navigate crossing the A52 and the one way system on Westgate.</p>	

### Public Transport Accessibility

- 1.41 The nearest bus stop to the station is located directly outside on Station Road. The bus stop is a flag and pole arrangement with timetable information provided. It can be accessed via the pedestrian crossing at the entrance to the station and the footway on Station Road. The stop would benefit from a shelter and waiting area, the arrangement between two parking spaces is not ideal.
- 1.42 The 1 Interconnect and the 9 bus services can be taken from the bus stop. The 1 Interconnect runs an hourly service Monday to Saturday and a 2 hourly service on Sunday between Grantham Station and Lincoln Bus Station via Manthorpe, Belton, Syston, Barkston, Normanton, Fulbeck, Navenby, Coleby and Bracebridge Heath. The 9 runs an approximately 4 times Monday to Friday in the morning and early afternoon, 3 times on Saturdays and no service on Sundays. The 9 is a circular service from Grantham and stopping at Harlaxton, Woolsthorpe, Denton and Harston.
- 1.43 The stops for buses in the other direction are unclear.
- 1.44 Whilst services at the station are reasonably limited, the station is within a short walk of Grantham Bus Station which has a significantly larger number of bus services. As is discussed above in the walking accessibility section, wayfinding between the train and bus stations could be improved to create a greater connection between bus and rail services. Notably, the wayfinding signpost for the bus station on Railway Terrace is not currently orientated in the correct direction, there is a lack of continuity in wayfinding from Norton Street to Queen Street and some of the wayfinding is either obscured or difficult to read (due to the height of the pole or darkness of the background).
- 1.45 In summary, the potential measures that could be implemented to improve accessibility for public transport users could be:
  - 2-15 Provide improved wayfinding between the bus station and train station, this involves correctly orientating the bus station sign at Railway Terrace, providing an additional wayfinding signpost between Norton Street and Railway Terrace and amending existing signposts to ensure they are visible and inclusive.

2-16 Bus shelter and improvements to the existing bus stop, and directions in the opposite direction.

### Vehicle Accessibility

- 1.46 Vehicles access the station via Station Road where there is a substantial provision of car parking. The car parking was extended in 2021 by LNER to accommodate the demand for people predominately travelling to London.
- 1.47 As a result of the one way system which is enforced to the north of Station Road, people driving to the station from Harlaxton Road and Old Wharfe Road are directed along Sankt Augustin Way where there is vehicle signage (left image below) directing drivers to go right along Dysart Road. The vehicle signage at the Dysart Road/Westgate junction does not show the direction to the station (centre image below), so it is not clear for drivers whether to turn left or right. There is, however, directional signage (right image below) to the station at the Westgate approach to the traffic signals junction with the A52 and Station Road.



*Google Streetview Snip (Northbound): Vehicle signage on Sankt Augustin Way showing direction to Station.*



*Google Streetview Snip (Eastbound): Vehicle signage on Dysart Road not showing direction to Station.*



*Google Streetview Snip (Southbound): Vehicle signage on Westgate showing direction to Station.*

- 1.48 Vehicles arriving from the east drive into Grantham station via A52 Wharfe Road. Drivers arrive at A52 Wharfe Road either from St. Peter's Hill to the north, where there is vehicle signage to the station (left image below), from Catherine's Road to the east or A52 London Road to the south where there is no vehicle signage to the station (centre and right images below, respectively).



*Google Streetview Snip (Southbound): Vehicle signage on St. Peter's Hill showing direction to Station.*



*Google Streetview Snip (Westbound): No vehicle signage on St. Catherine's Road.*



*Google Streetview Snip (Northbound): Vehicle signage on A52 London Road not showing direction to Station.*

- 1.49 There is however, a second access to the station from A52 London Road which may be preferable as a route to drivers than going via A52 Wharfe Road. There is vehicle signage to the

station for northbound drivers on A52 London Road (left image below) and for southbound drivers (right image below), however the sign for southbound drivers is not orientated correctly.

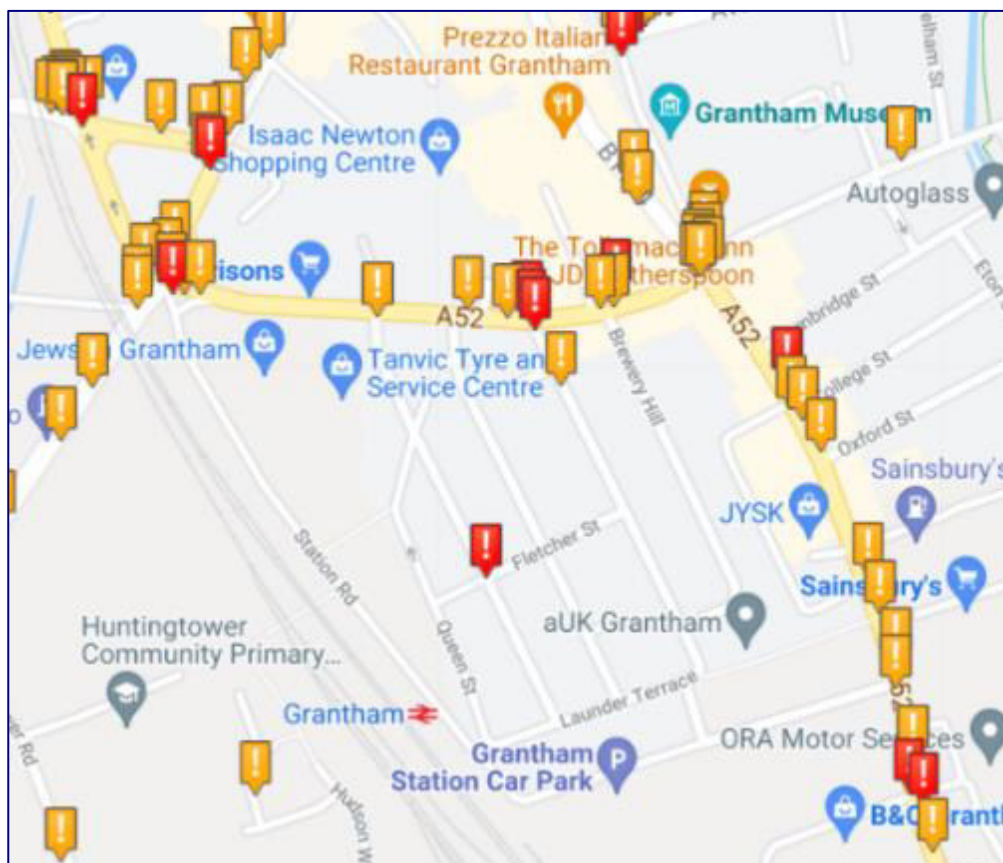


*Google Streetview Snip (Northbound): Vehicle signage on A52 London Road showing direction to Station.*



*Google Streetview Snip (Southbound): Vehicle signage on A52 London Road showing direction to station but not correctly orientated.*

- 1.50 In the most recent 5 year period prior to the COVID-19 pandemic (2015 to 2019), there were several PIAs involving a car recorded on the vehicular routes to the station. There were however no PIAs recorded on Station Road. The majority of the PIAs have occurred at junctions however some have occurred on the links. Whilst the high level of PIAs cannot be directly attributed to the station, it may be possible to improve the general road safety of the area by providing opportunities for passengers to travel to the station by modes other than car and improving the signing to reduce levels of congestion in the vicinity of the station which is typically when the majority of accidents take place.
- 1.51 In summary, potential measures that could be implemented to improve accessibility for vehicles could be:
- 2-17 Provide vehicle directional signage to the station on Dysart Road, St Catherine's Road and A52 London Road (at junction with A52 Wharfe Road).
  - 2-18 Correctly orientate existing vehicle signage to station on A52 London Road (southbound) at junction with Station Road East.
  - 2-19 Implement measures aimed at reducing number of passengers to travelling to the station by car to reduce congestion in the area and potentially reduce the number of accidents.



*Crashmap: 5 years of vehicle related PIAs in the vicinity of Grantham Station*

### Marketing

- 1.52 As well as undertaking physical works to facilitate access to/from the station. Just as important is raising awareness of the station and promoting the travel options to/from the station and demonstrating how accessible the station is. Illustrating the walk and cycle routes in particular would be useful.
- 1.53 Grantham Station is on the “Poacher Line”, a Department for Transport (DfT) accredited 78-mile Community Rail Partnership (CRP). It runs between Nottingham and Skegness and has 19 stations. Grantham has station adopters who observe any unusual activity and report faults and issues as well as maintaining the gardens and make sure the station is presentable. The station is also part of the “Music Trains” which uses regular train services to transport people to unusual music venues and usually stops at a local brewery. Utilising local volunteer support and community communications to promote the station services and accessibility, through word of mouth, using social media or even a local area leaflet drop etc. has merit.
- 1.54 These volunteers could be used to help raise awareness of the station and could work with local walk, cycle and visitor groups to promote the town and access to/from it by train. Similarly the County Council, Local Authority and train companies could support, fund and also promote the town and station.
- 1.55 Organisation and businesses with Travel Plans are also important players in communicating the station accessibility opportunities.

### Costing

- 1.56 Grantham Station has been assessed for its current level of accessibility by walking, cycling, public transport and by car. Recommendations have been made for measures which could be

implemented to improve the level of accessibility with the aim of increasing use of the station and connectivity for local residents and employees.

1.57 An indicative cost has been added to each recommendation.

1.58 Additionally, each recommendation has been assigned to a category which takes into consideration their likely benefit, necessity, cost and achievability:

- Quick Wins – These recommendations are considered essential, they can be delivered quickly and at no or a relatively low cost. For example, re-orientating an incorrectly orientated road sign.
- Essential – These recommendations are considered essential, they will cost more and require more planning to be delivered. For example, providing pedestrian, cyclist and vehicle directional signage between the station and key locations.
- Desirable – These recommendations are considered desirable, they would likely cost more and require more planning but could have a major benefit to the station and local area. For example, providing a new toucan crossing on a nearby road.

1.59 These ratings are indicative and could vary dependent on a range of factors.

1.60 Table 1 below provides a summary of the action required for each recommendation (referenced to each station section in the report), the cost of doing so and a rating.

**Table 1 – Grantham Station Recommendations and Indicative Costs (excluding design, land and utility costs)**

<b>Recommendation Reference</b>	<b>Action Required</b>	<b>Indicative Cost</b>	<b>Rating</b>
2-1	Add tactile paving to four platform edge (approx. 400m in total)	Network Rail to install	Essential
2-2	Remove onward travel information board and relocate	£2,500	Quick Win
2-3	Provide wayfinding board outside entrance to station (spec: light background, show distances and symbols)	£4,000	Quick Win
2-4	Provide step free ramp access to Queen Street from Station.  Remove steps if required.	£22,000	Desirable
2-5	Provide 2 x dropped kerbs and 2x tactile paving for new crossing between Launder Terrace and Nursery Path.	£6,000	Desirable
2-6	Maintenance of subway (initial clean up and ongoing).  Provide CCTV and additional lighting.	Maintenance  £6,000	Desirable
2-7	Remove existing wayfinding on Station Road (x2), Railway Terrace and Norton Street/Wharfe Road.	£40,500	Essential

	Provide new wayfinding signage (spec: light background, show distances and symbols) at Station Road (x2), Railway Terrace, Norton Street, Wharfe Road, Harlaxton Road, Nursery Path, Westgate and London Road		
2-8	Provide toucan crossing on A52 Wharfe Road (crossing distance approx. 9.5m)	£70,000	Desirable
2-9	Provide pedestrian crossing on A52 London Road (crossing distance approx. 13.5m)	£11,000	Desirable
2-10	Widen footway under railway bridge between Station Road and Harlaxton Road (may require land purchase and removal/replacing of retaining wall)  Provide cycle slip lane in wide footway area on Station Road to connect to new widened footway under railway bridge  Sign as shared use off road pedestrian/cycle route connecting to NCR15	£22,000  £6,000  £4,500	Desirable
2-11	Upgrade existing crossing on A52 Wharfe Road arm of traffic signals junction with Station Road to toucan (approx. 35m crossing distance)	£250,000	Desirable
2-12	Sign the footway on the east side of Westgate as shared use foot cycle way (80m length of path).  Remove on street car parking on east side of Westgate and replace with segregated cycle route (100m length).	£9,000  £52,000	Desirable
2-13	Covered by 2-8	n/a	n/a
2-14	Provide wayfinding for cyclists on A52 Wharfe Road, Westgate, Dysart Road, Station Road and Harlaxton Road (spec: light background, show distances and symbols)	£22,500	Essential
2-15	Covered by 2-7	n/a	n/a
2-16	Provide vehicle signage to station on Dysart Road, St. Catherine's Road and A52 London Road at their junctions with A52 Wharfe Road (spec: use national rail	£2,250	Essential

	symbol and keep consistent with other vehicle signage in Grantham)		
2-17	Correctly orientate vehicle signage to station on A52 London Road (southbound) at junction with Station Road East	Maintenance	Quick Win
2-18	Covered by 2-1 to 2-14	n/a	n/a

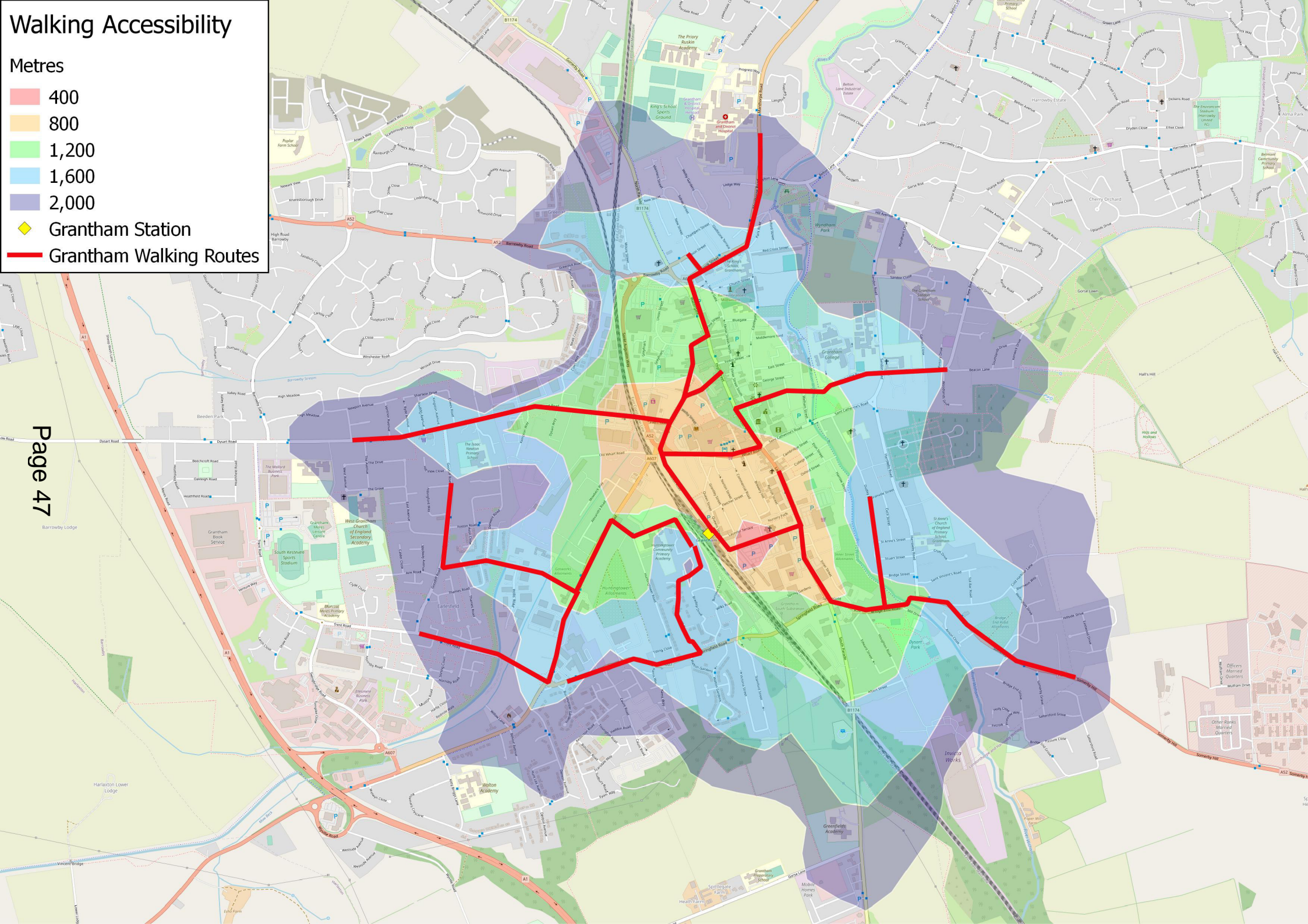
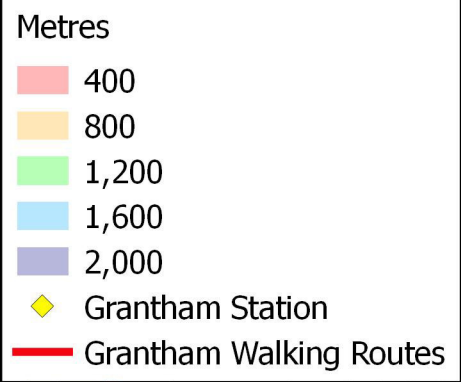
- 1.61 This list of recommendations essentially forms a longlist of potential measures which could be implemented as part of the final scheme. The final scheme measures will be decided through a sifting process to result in a shortlist of developed options.
- 1.62 Some of the quick wins which are deemed to be chosen measures could be implemented during the sifting process or during follow up process of appraising the essential and desirable options. For example, re-orientating a sign so it is pointing in the right direction is a maintenance issue that could be fixed very quickly, easily and affordably.

## **APPENDIX B-1**

### **Walking Accessibility Plan**



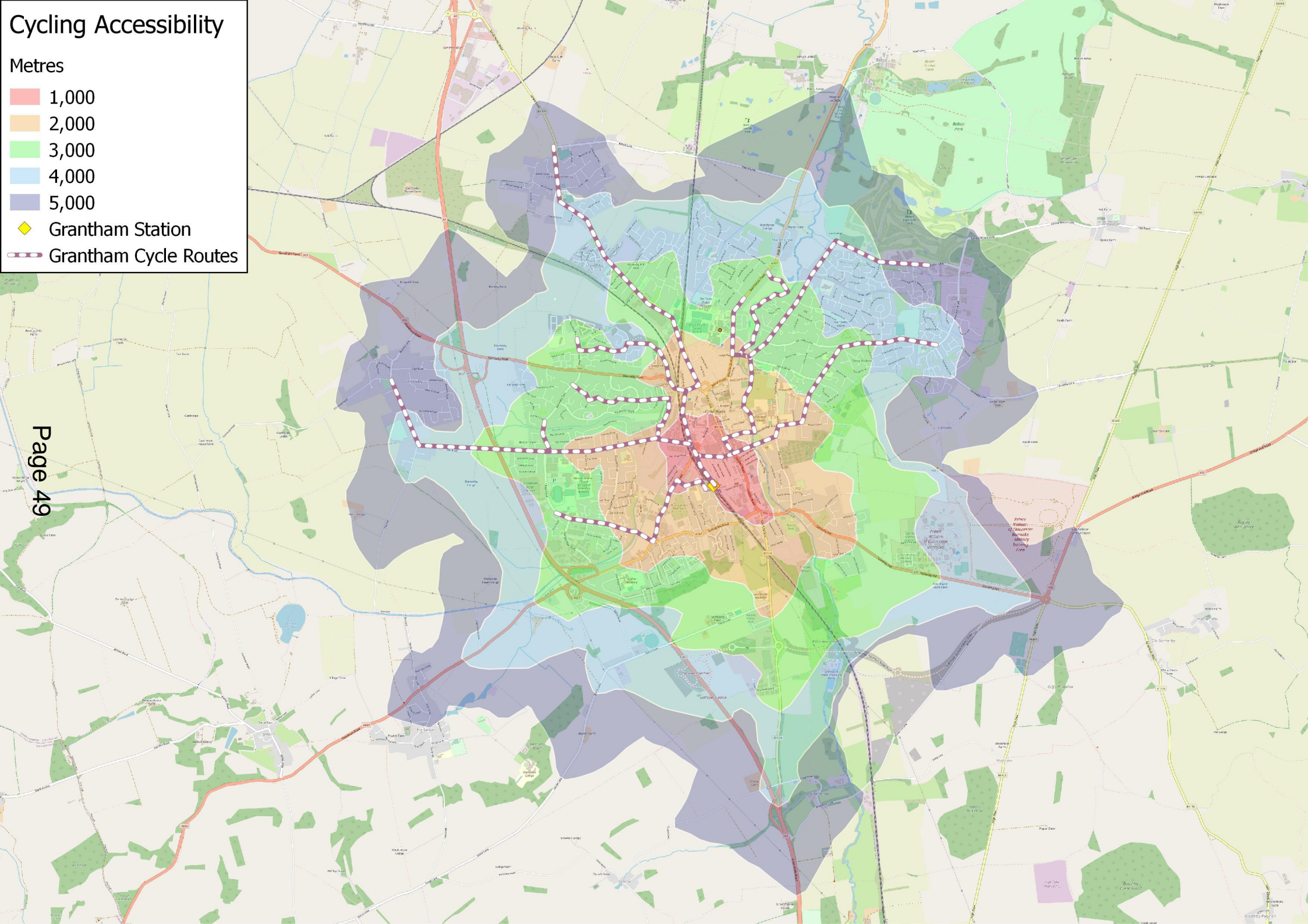
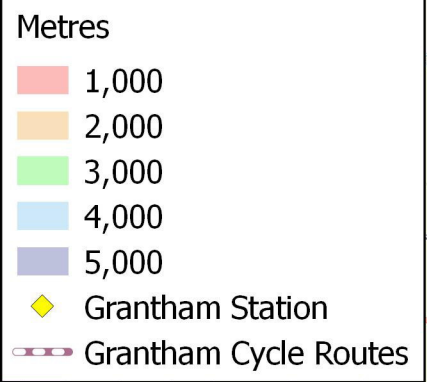
# Walking Accessibility



## **APPENDIX B-2**

### **Cycling Accessibility Plan**

# Cycling Accessibility



## APPENDIX B-3

### Glossary, Abbreviations and References

Abbreviation	Definition
<b>CP6/CP7</b>	Control Period – these are 5-year time periods across which DfT agree funding and service outputs from Network Rail. The number indicates the dates, CP6 is 2019-2024 for example, CP7 2024-2029 etc.
<b>CRP</b>	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
<b>DfT</b>	Department for Transport – the central government body who buy most train services and fund Network Rail.
<b>ECC</b>	Enterprise Car Club – A car sharing scheme managed by LNER at a selection of their stations
<b>ECML</b>	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
<b>EMR</b>	East Midlands Railways – local and regional services across the East Midlands and Long distance high speed services to London along the Midland Mainline
<b>EV</b>	Electric Vehicle
<b>HT</b>	Hull Trains
<b>LCC</b>	Lincolnshire County Council
<b>LNER</b>	London North Eastern Railway. Operate Long distance high speed services to London along the East Coast Mainline
<b>LTPV</b>	Lincolnshire County Council Local Transport Plan no 5 (lasting 5 years to 2028/29).
<b>NCR</b>	National Cycle Network Route – Sustrans’ network of cycle routes spanning the whole nation
<b>NR</b>	National Rail
<b>ORR</b>	Office of Rail Regulation who oversee Network Rail’s performance and report back to DfT.
<b>PIA</b>	Personal Injury Accident – collisions on the highway network recorded by the police
<b>ppa</b>	Passengers per day/annum/train
<b>SUE</b>	Sustainable Urban Extension
<b>TOC</b>	Train Operating Company

## **APPENDIX B-4**

### **Bibliography**

[Accessible Travel Policy Guidance for train and station operators: September 2020 edition | Office of Rail and Road \(orr.gov.uk\)](#)

[RDG Guidance – Station Travel Plans](#)

[RDG Sustainable Stations Best Practice Guide](#)

[Grantham Station Travel Plan](#)

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