



Transportation Planning : Infrastructure Design

Lincolnshire Accessible Stations - Tranche 1

Appendix C – Skegness Station

Lincolnshire County Council

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Skegness – outline station facts

Annual Patronage (pre Covid)	350,864 ppa (14 trips/head population)
Patronage growth vs 10 years previously	+97%
Population	24,900
Development potential – Local Plan	Employment Within 5km: <ul style="list-style-type: none">Skegness Countryside Business Park has full planning permission for a range of uses over 30.8ha. Phase 1 is currently underway.¹ Resultant daily rail trips (assumes 30.8ha B1 business park): 74 arrivals and 74 departures

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Skegness station might be improved and recommend actions to be taken to increase rail use. Skegness 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.
 - 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 Skegness Station is located on the corner of A52 Wainfleet Road and Richmond Drive in the centre of Skegness. Skegness is a small town, known as a seaside holiday resort, and therefore has a seasonal influx of visitors from outside of the town.
- 1.5 Patronage at Skegness station is 350,864 ppa (source: ORR 2018/19) which is a growth of 97% since 10 years previously.
- 1.6 Skegness is served by the EMR service from Skegness to Nottingham, with strengthened services at peak holiday weekend times.

¹ Skegness Gateway Scheme: <https://www.greaterlincolnshirelep.co.uk/funding-and-projects/projects/skegness-countryside-business-park/>

- 1.7 In January 2022, the EMR service from Nottingham to Skegness runs 12 times on Monday to Saturday and 10 times on Sundays; plus 1 additional service which starts in Boston to Skegness every day. From Skegness to Nottingham there are 13 on Monday to Saturday and 11 on Sunday.
- 1.8 EMR had committed in 2021 to providing the improvements to the Skegness to Nottingham service, the intention remains to roll them out as planned. The improvements are as follows:
- Additional peak services between Nottingham and Grantham
 - Earlier morning and later evening Nottingham to Boston services
 - Saturday service to be strengthened by two additional services in each direction during high season (school summer holiday period July to September)
 - Enhanced Sunday service, provided all-year round
- 1.9 The station is located at the end of the line, as shown in Figure 1.1 in the main Lincolnshire Rail Station Accessibility Tranche 1 report, Skegness relies on Sleaford and Grantham stations for interchange to connect to the wider rail network.
- 1.10 Looking forward, patronage is expected to increase further with the committed employment development of Skegness Countryside Business Park with full planning permission and the possibility of Town Fund being awarded to Skegness. The Town Fund involves a bid to government for an award of funds to regenerate the town, a Full Business Case is due to be submitted around March 2022, with a provisional £24.5m allocated to local projects in the March 2021 budget. The scheme, if successful, will result in the following changes in Skegness Station:
- Restoration of the disused Red Star building
 - Reconfiguration of Skegness train station layout
 - New retail provisions, including community café
 - Bookable space available for community use
 - Improved passenger facilities including refurbished Ticket office, Waiting room, Toilet facilities.
 - New office provision to assist with for Small / Medium business start up.
 - Upgraded mechanical and electrical systems, including IT infrastructure and customer information provisions.
 - External improvements to concourse, front of station taxi / drop off area, waste and storage provisions.
 - Improved cycle storage provision.
 - Improved wayfinding.
- 1.11 Skegness has received significant investment through the Local Cycle Walking Infrastructure Plan (LCWIP) and Go Skegness. A host of cycling, walking and public transport schemes have been implemented, ranging from new bus lanes to new foot and cycle ways to junction remodelling². Additionally, improvements have been made to the wayfinding on routes to and from the station which are built on in this report. Any modifications recommended as part of this study should ensure to be done in collaboration and consultation with relevant stakeholders to ensure a holistic approach.
- 1.12 This study will be based on the current situation, prior to the award of the Town Fund. It will assume that improvements would either be covered by the Town Fund or as part of this study.

² [Go Skegness - https://www.greaterlincolnshirelep.co.uk/funding-and-projects/projects/go-skegness/](https://www.greaterlincolnshirelep.co.uk/funding-and-projects/projects/go-skegness/)

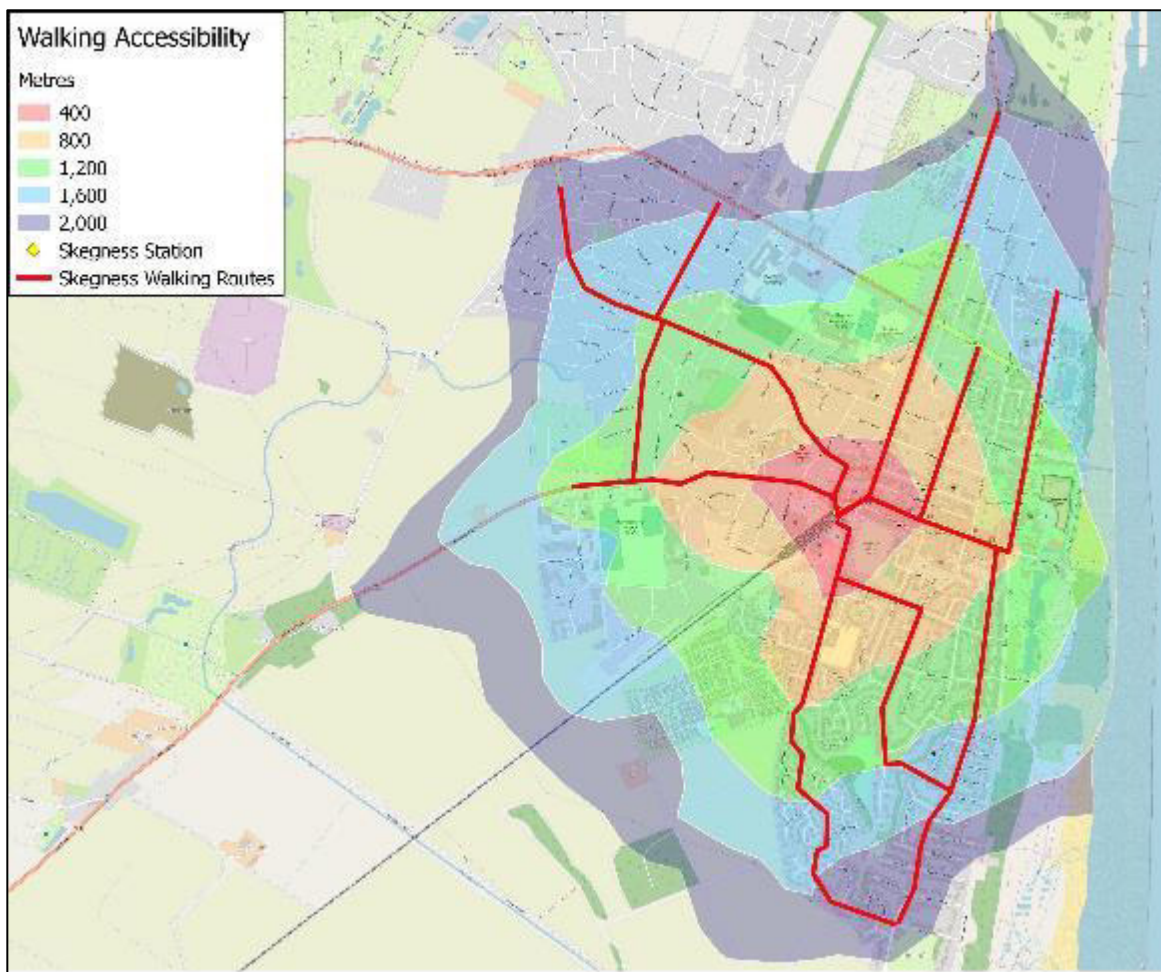
Station Facilities

- 1.13 Skegness is a staffed station, with staff available Monday to Saturday from 07:55 to 16:30. There are ticket machines, a ticket office, information desk, toilets, waiting rooms and a limited retail outlet. The station is outdated and some of the facilities could benefit from modernisation.
- 1.14 The station has a bus and coach station adjacent which is conveniently connected via a walkway. There is a taxi rank off the A52 Wainfleet Road, although there is no car park. Cycle parking is provided at the edge of the main concourse area which provides shelter. There are 34 two-tier cycle stands provided, giving space for 34 cycles to be parked. There is no signage to direct cyclists to the cycle parking and as it is contained within the station building it is out of sight and so some potential rail users may not be aware this is available to them.
- 1.15 There are 4 platforms, all of which have step free access from the main concourse area which is sheltered, however the platforms are not. None of the platforms have tactile paving along the edge.
- 1.16 There is no car parking or provision for EV charging at the station.
- 1.17 Improvements to the facilities would likely attract more people to use the station.
- 1.18 Potential measures that could be implemented to improve the station facilities could be:
 - 3-1 Relocate the cycle parking to a more visible location or provide clear signage to direct passengers to it
 - 3-2 Provide tactile paving at the edge of the platforms
 - 3-3 Refurbish the station to modernise and improve the facilities

Walking Accessibility

- 1.19 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 C-1](#). The plan shows the areas of Skegness which are within an accessible walking distance of up to 2km. This area includes the majority of Skegness and Skegness Seafront.

Figure 1 – Walk routes to the station



1.20 Pedestrians access the station via Richmond Drive which leads onto an area of open space outside the station entrance where there is currently a statue, the national rail symbol, some seating and planting. Passengers can also access the station via the bus and coach station. The first issue for pedestrians at the station is that there is no wayfinding so it is not immediately clear which way to walk towards the town centre or the seafront. There is wayfinding at the top of High Street opposite the station, but this is not within eyesight of passengers exiting the station.



Photo (Northbound): View from station to public realm at station entrance



Photo (Westbound): Wayfinding at High Street with directions to Town Centre, Seafront and Station

- 1.21 The primary walk route to Skegness town centre and the seafront is along High Street. Pedestrians walking from the station to the town centre would cross Richmond Drive using the signal-controlled pedestrian crossing. The wayfinding at the top of High Street then directs pedestrians along High Street which is mostly restricted to vehicles. The wayfinding is quite high off the ground and is set on a dark background so is therefore visually challenging to view, especially for the visually and physically impaired. It also does not indicate distance to the locations shown. The view from this point to the station is cluttered with the taxi rank and it is therefore challenging to see the station or the national rail signage. Additionally, there is no wayfinding at the other end of High Street to direct people towards the train station.



Photo (Southbound): View from Lumley Gyratory of station obstructed by cluttered landscape

- 1.22 An alternative walk route to the seafront is via B1451 Lumley Road, which has wide footway but can get busy in peak season and similarly High Street which has many amenities. Lumley Road is similarly lacking in wayfinding, there is a travel information board at the bottom of Lumley Avenue, however it is not very noticeable and does not provide clear directions of how to get to the station or other landmarks.



Google Streetview Snip (North-westbound): Wayfinding sign board set back from sightline of pedestrians on Lumley Road



Photo (Northbound): Wayfinding at Lumley Avenue with directions to Station and other landmarks

- 1.23 Both of these walk routes lead to the seafront area via the Grand Parade/South Parade roundabout junction which has signal-controlled pedestrian crossing facilities on all 4 arms. There is however no wayfinding back from the seafront towards the town centre or the station.

- 1.24 The remaining walk routes shown on Figure 3.1 are to residential areas of Skegness. Pedestrians can walk to the south of Skegness along Richmond Drive which is signed as the Gibraltar Point cycle route on the other side from the station, although this is not in the immediate sight of passengers exiting the station. For pedestrians travelling from the south to the station, there is wayfinding for pedestrians and cyclists to the station directing them along Seacroft Drive, although it does not indicate distance and there is no further wayfinding on the route.



Google Streetview Snip (Northbound): Wayfinding for pedestrians and cyclists to the station and the town centre from South Skegness, no distance is indicated on the signs.

- 1.25 An alternative walking route to south and east Skegness is via Richmond Drive and Sandbeck Avenue. Sandbeck Avenue runs from Richmond Drive to South Parade. There is no wayfinding at the South Parade end of Sandbeck Avenue to the station, however there is on the approach to the junction with Richmond Drive.

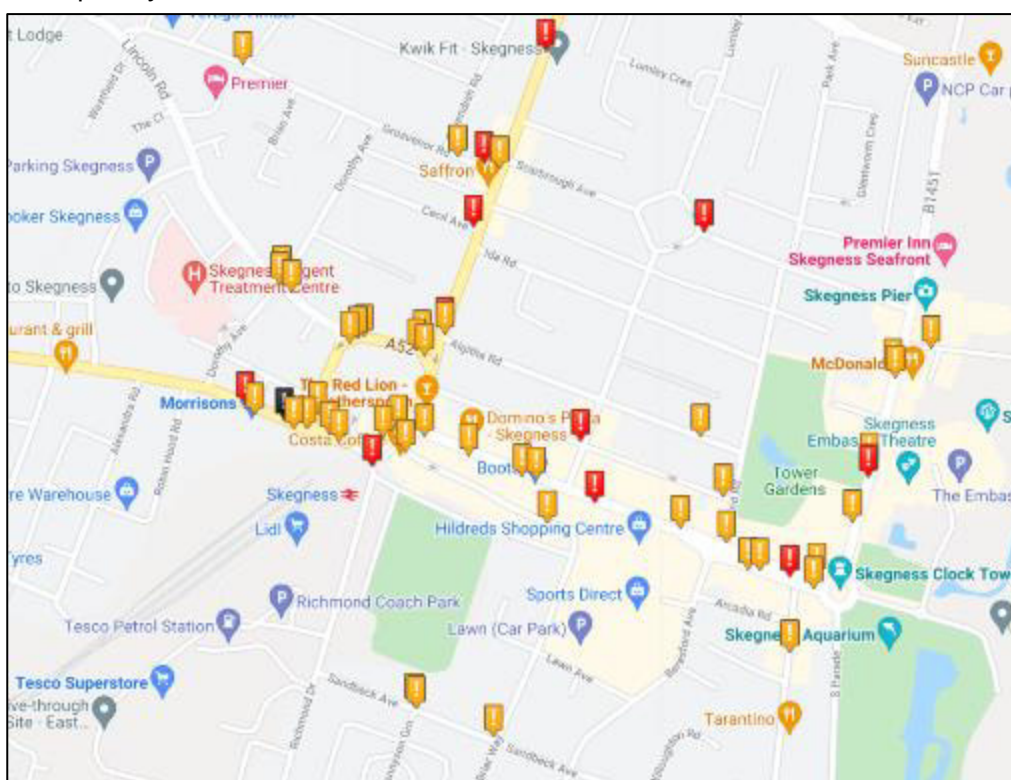


Google Streetview Snip (Westbound): Wayfinding for pedestrians and cyclists to the station and the Gibraltar Point route from Sandbeck Avenue, no distance is indicated on the signs.

- 1.26 The walk route between the station and west of Skegness is either via Wainfleet Road or Lincoln Road. Wainfleet Road has a pedestrian connection to the public realm at the station entrance.




Along this route, there are poor quality crossing facilities for the minor roads and accesses, some are missing tactile paving and or dropped kerbs. Additionally, there is no pedestrian wayfinding along this route to the station or to the employment area at Skegness Industrial Estate.

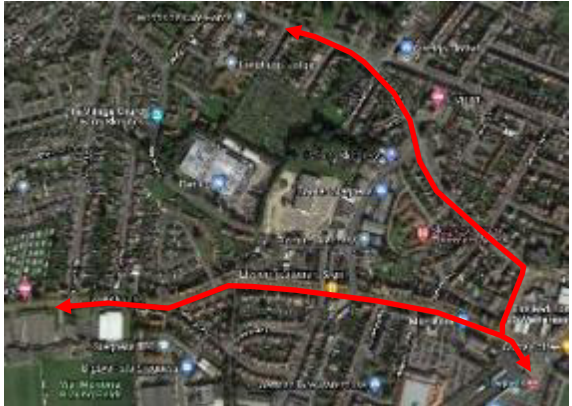
- 1.27 Lincoln Road is accessed via the signal-controlled pedestrian crossing of Wainfleet Road and the footway on Berry Road. Lincoln Road is similar to Wainfleet Road in that it has sufficiently wide footway for pedestrians but the provision of crossing facilities is poor with most missing tactile paving. It also does not have pedestrian wayfinding to the station.
- 1.28 To the north of Skegness, pedestrians would walk to the top of High Street and continue up Roman Bank where the footway is wide enough to accommodate large volumes of pedestrians. As with some of the other walk routes, there is no pedestrian wayfinding to the town centre or the station.
- 1.29 All of the routes with no pedestrian wayfinding do have vehicle directional signage to the station on the approach to junctions. However pedestrian wayfinding being used alongside the vehicle signage would make people aware that walking to and from the station and town centre was walkable and therefore potentially impact their modal choice.
- 1.30 The crashmap database has been interrogated for the PIAs which resulted in a pedestrian casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were several PIAs at the Lumley Gyratory in the vicinity of the station, notably they cluster around the existing signal-controlled pedestrian crossing facilities. This is likely to be as a result of it being an area of conflict between a large volume of both vehicles and pedestrians. There were 11 PIAs recorded on Lumley Road between Lumley Gyratory and Grand Parade, there are a number of formal crossing points along Lumley Road so it is not clear whether there would be any benefit to providing further pedestrian facilities. Additionally, at a frequency of 2 PIAs per year approximately the frequency is rather low.



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

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

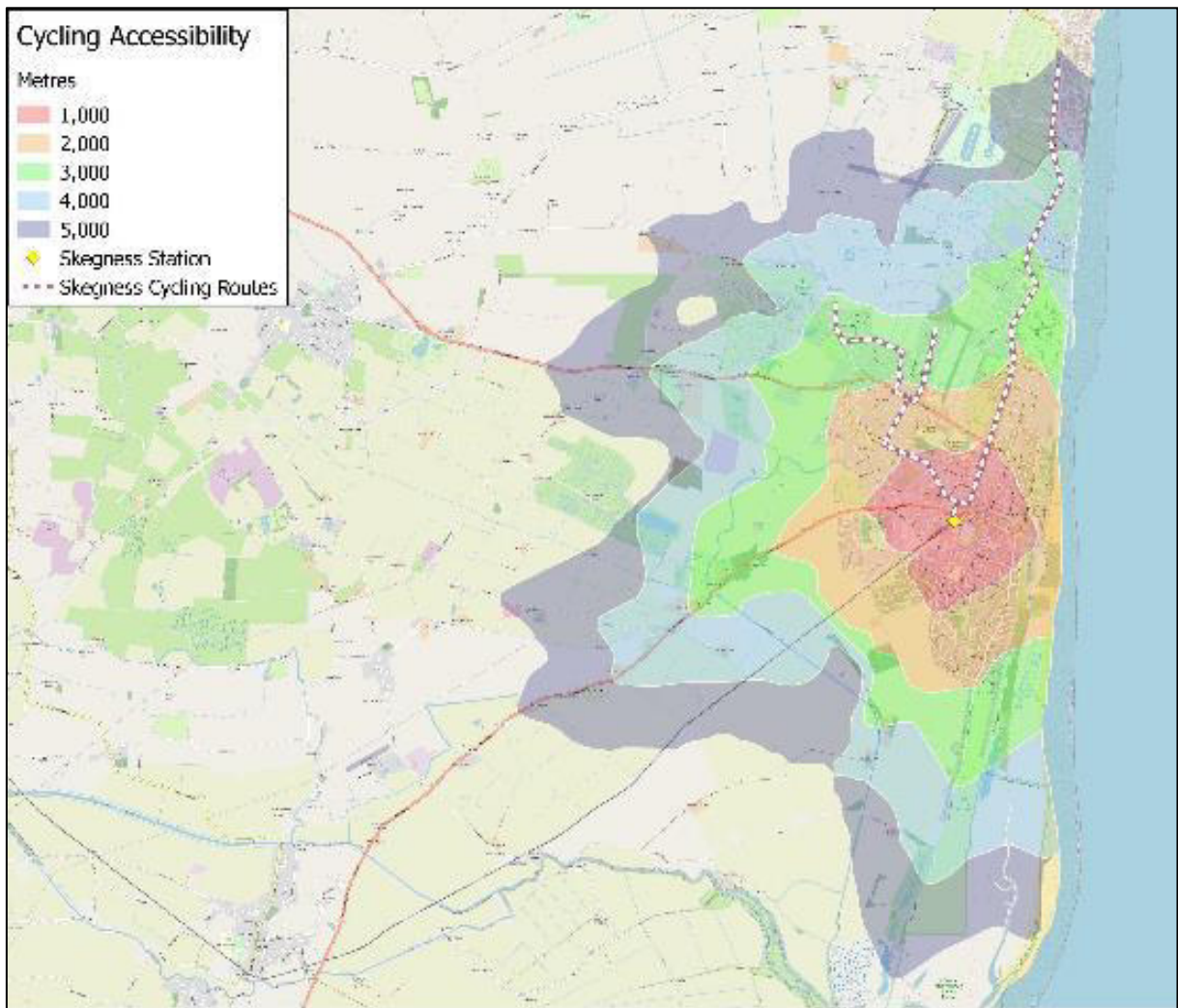
<p>3-4 Provide wayfinding in the public realm area at the station entrance to key local landmarks such as the town centre and the seafront.</p>	
<p>3-5 Relocate/refurbish/adjust the height of the national rail sign outside the station so it can be viewed more easily from the approaches.</p>	
<p>3-6 Relocate the taxi rank at the top of High Street to declutter the landscape in front of the station.</p>	
<p>3-7 Make the existing pedestrian (and cycle) wayfinding clearer to read, more inclusive and add walking distances.</p>	<p>3-8 Improve the crossing facilities at the minor roads along Wainfleet Road and Lincoln Road with dropped kerbs, tactile paving and refuge islands.</p>

<p>3-9 Provide wayfinding for pedestrians in conjunction with the existing vehicle signage to the station on the key walk routes.</p>	
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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 3.2 below. This area includes all of Skegness and Seathorne.
- 1.33 Cyclists access the station via Wainfleet Road and Richmond Drive. There is cycle parking provided within the station concourse in the form of 34 sheltered two-tier cycle spaces, providing parking for 34 bicycles. The bike racks are located in the corner of the station and are out of sight of passengers arriving by bike who may be looking for cycle parking closer to the entrance or outside. There is signage in the station to the toilets and other facilities but not to the cycle parking and this would make more people aware of its location. When SCP inspected the site, there were 2 bikes parked, perhaps this reflects the fact that not many people are aware that they can park their bike at the station. However equally it may simply be a function of the time of year the site was visited (a dry January day).

Figure 2 – Cycle routes to the station

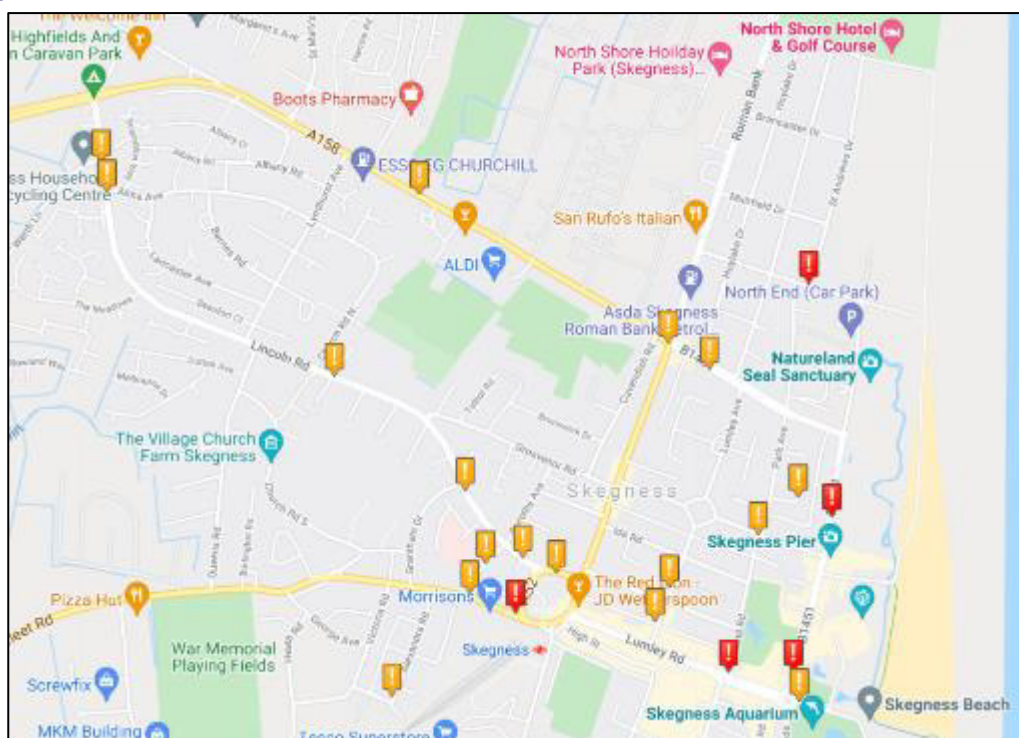


- 1.34 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 3.2, a larger scale version is attached at [Appendix C-2](#). The plan also shows the areas of Skegness which are within an accessible cycling distance of up to 5km.
- 1.35 The main cycle route to the north leads to some holiday camps and slightly beyond the 5km is Butlins. The crossing facilities are for pedestrians so could be upgraded to toucan crossings to accommodate cyclists, particularly the pedestrian crossing of Richmond Drive to High Street which is part of this cycle route from the station. The cycle route to the north desire line is along Roman Bank, however Rutland Road is the nearest access point to the North Shore cycle route which runs to the north of Skegness. The North Shore route is signed from Lumley Road to the east of Rutland Road but this is not on the route taken by cyclists travelling to or from the station. The inbound route is signposted to the town centre and to the seafront but not to the station on the North Shore route. Including the station in the wayfinding on this route would be useful for cyclists from the station and vice versa.
- 1.36 The other cycle route shown on Figure 3.2 is to the northwest of Skegness via Lincoln Road. There is no current cycle provision on Lincoln Road and the footway is not wide enough to accommodate cyclists in an off-road shared use route. There is wide grass verge between the footway and the main carriageway on both sides, although there are trees planted along it, there may still be sufficient space to provide a segregated cycle route, either one way or bi directional. On the other hand, the carriageway on Lincoln Road is approximately 7.5m wide and the speed

limit is 30mph so it is possible that an advisory on-road cycle route would be sufficient if appropriate signage was provided to make both drivers and cyclists aware.




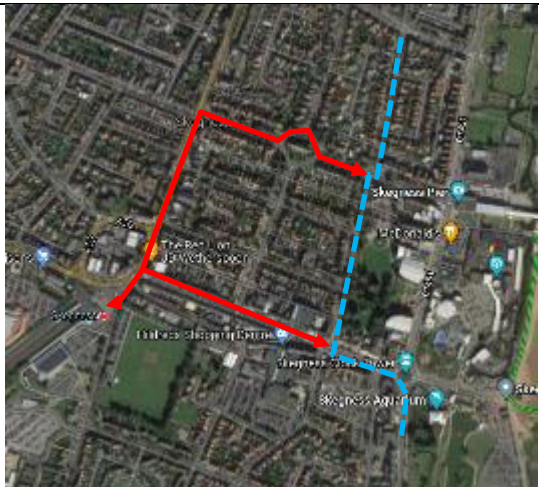

Google Streetview Snip (Eastbound): Lincoln Road, wide grass verge potential land for off-road cycle route.

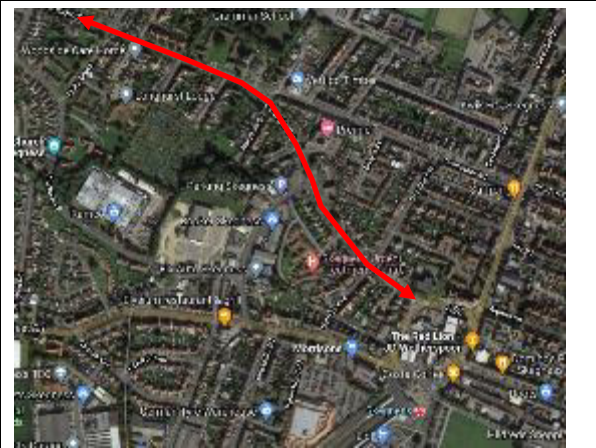


Crashmap: 5 years of cyclist casualty PIAs on key cycle routes in the vicinity of Skegness station

1.37 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 2 PIAs recorded on Lumley Gyratory, 1 on Wainfleet Road, 1 on Roman Bank, 3 on Lincoln Road and 2 on Rutland Road. Overall the number of PIAs which occurred resulting in a cyclist as a casualty is low. This may be attributed to the relatively low number of cyclists using the routes to and from the station, however the cluster of 5 accidents on the gyratory immediately outside the station is an indication of the difficulties cyclists face in this area.

1.38 In summary, the potential measures that could be implemented to improve accessibility for cyclists could be:

<p>3-10 Provide directional signage in the station and at the entrance to the cycle parking facilities.</p>	
<p>3-11 Connect the North Shore cycle route wayfinding to/from the station.</p>	
<p>3-12 Upgrade the zebra crossing facilities at the Lumley Gyratory to Toucan crossings and make the footway a shared use area, widening into verges etc. where possible.</p>	

<p>3-13 Provide a segregated off-road cycle routes on Lincoln Road in one or both of the grass verge(s).</p>	
<p>3-14 Provide wayfinding on Lincoln Road for cyclists to and from the station, either on road or off road (dependent on the outcome of the above 4).</p>	

Public Transport Accessibility

- 1.39 The nearest bus stops to the station are located at the adjacent bus and coach station where there are several bus services available. As at January 2022, these are:
- 1 – Skegness to Ingoldmells, Chapel St Leonards and Chapel Point – Monday to Sunday 30 minute frequency
 - 2 – Skegness Interchange to Skegness South View – Monday to Saturday hourly frequency
 - 3 - Skegness to Ingoldmells and Chapel St Leonards – Monday to Saturday 30 minute frequency
 - 56 Interconnect – Skegness to Horncastle and Lincoln – Monday to Saturday hourly frequency, Sunday every 2 or 3 hours
 - 57 Interconnect – Skegness to Bennington and Boston – Monday to Saturday approximately hourly frequency
 - 59 Interconnect – Skegness to Hogsthorpe, Sutton on Sea and Mablethorpe – Monday to Saturday hourly frequency
 - IC7 – Skegness to Wrangle and Boston – Monday to Saturday daytime hourly frequency
- 1.40 The train station, being part of Skegness Interchange, is therefore very well served by bus routes covering the majority of the local area and wider area with regular services.
- 1.41 Additionally, there is a direct and well signed pedestrian connection between the bus and train station concourse, this provides a convenient connection for onward public transport journeys, although bus realtime displays might helpfully be added to the stations.
- 1.42 It is not necessary to make any service alterations or major improvements to improve the public transport accessibility of Skegness station, other than realtime displays in the railway station for bus departures.
- 3-15 Provide realtime information displays in the railway station for bus departures.

Vehicle Accessibility

- 1.43 Whilst there is no vehicular provision for the public at the station, it is still likely that passengers may drive or be driven to the station for drop off and pick up in a nearby car park, taxi forecourt

(which is not signed as such on approach), or the area between the station and Richmond Drive which was observed to be used by cars for parking.

- 1.44 The Lidl and Morrison's supermarkets adjacent to the station both have substantial parking provision which people were observed to use. and As a result of there being no car park, there are no electric charging or disabled bays at the station, the land between the station and Richmond Drive should be prioritised for disabled parking.
- 1.45 Vehicles travel to or from the station via Lumley Gyratory or Richmond Drive. All of the approaches to the gyratory have directional signage to the station except for vehicles coming from Algitha Road which does not have a directional sign as all drivers have to subsequently pass the sign on Roman Bank (shown below) which directs drivers to “all other routes”, including the station.



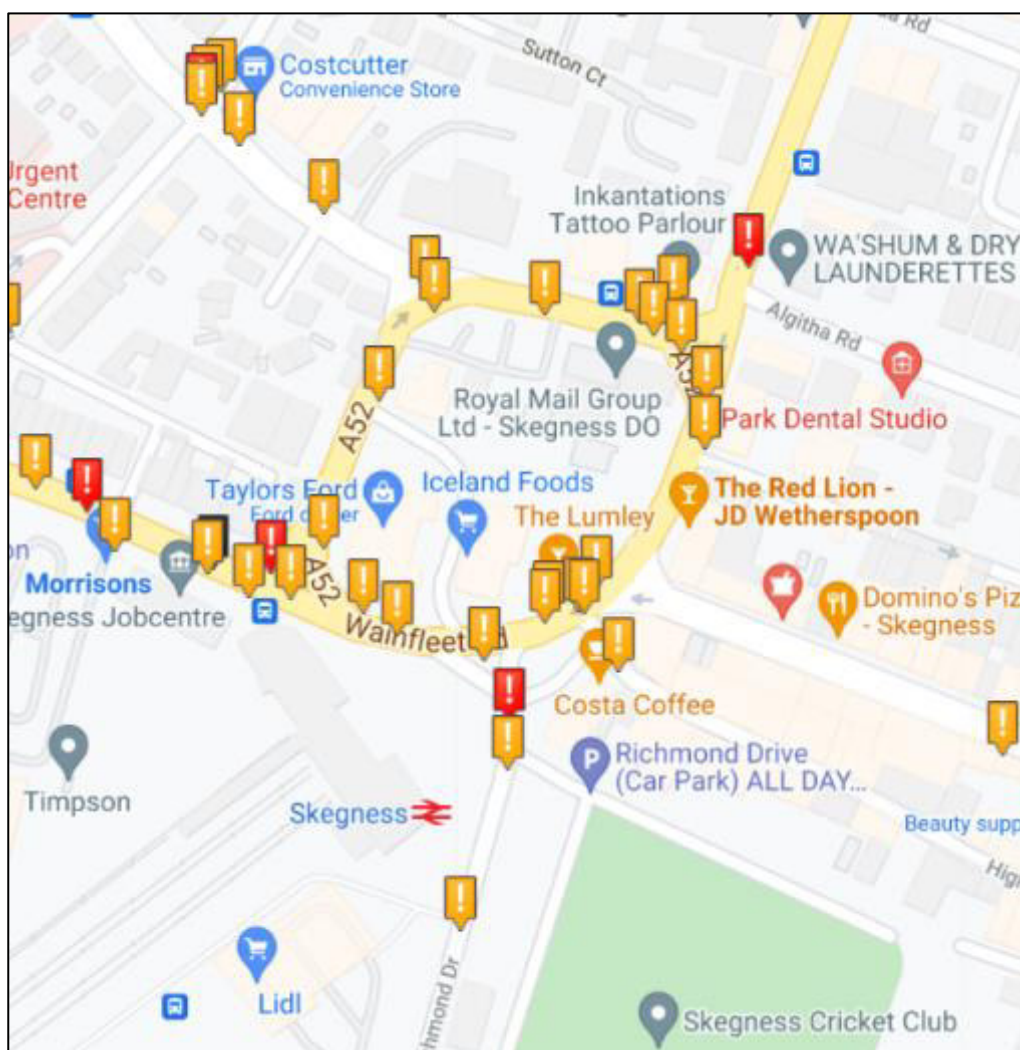
Google Streetview Snip (Southbound): Only vehicle signage for drivers coming from Algitha Road to the station

- 1.46 The other approaches to the gyratory all have very consistent signage including directions to the station.



Google Streetview Snip (Westbound): Example from Lumley Road of signage to Lumley Gyratory which is replicated on the other approaches

- 1.47 In the most recent 5 year period prior to the COVID-19 pandemic (2015 to 2019), there were approximately 30 PIAs recorded in the vicinity of the Lumley Gyratory which involved a car. That is an average of 6 PIAs per year. The majority of which resulted in a pedestrian, cyclist or motorcycle rider as a casualty. This suggests that the main area of concern at Lumley Gyratory is related to conflict between vehicles and vulnerable road users.
- 1.48 In summary, potential measures that could be implemented to improve accessibility for vehicles could be:
- 3-16 Explore options for providing a car park for disabled parking on the land between the station and Richmond Drive
 - 3-17 The taxi drop off requires signs on entry to say Taxis only.



Crashmap: 5 years of vehicle (driver or passenger) casualty PIAs in the vicinity of Skegness Station

Marketing

- 1.49 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.

- 1.50 There is no community group operating at the station. 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. could have merit.
- 1.51 The County Council, Local Authority and train companies could support, fund and also promote the town and station, raising awareness of the station and working with local walk, cycle and visitor groups to promote the town and access to/from it by train.
- 1.52 Organisation and businesses with Travel Plans are also important players in communicating the station accessibility opportunities.

Costing

- 1.53 Skegness 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.
- 1.54 An indicative cost has been added to each recommendation.
- 1.55 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.
- 1.56 These ratings are indicative and could vary dependent on a range of factors.
- 1.57 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 – Skegness Station Recommendations and Indicative Costs (excluding design, land and utility costs)

Recommendation Reference	Action Required	Indicative Cost	Rating
3-1	Remove existing cycle parking and relocate closer to station entrance Or Provide direction signs to cycle parking from station entrance (2 x signs)	£5,000 Or £9,000	Essential
3-2	Add tactile paving to four platform edge (approx. 400m in total)	Network Rail to install	Essential
3-3	Provide modern facilities at station	Depends on specification	Desirable

3-4	Provide wayfinding at station entrance (spec: light background, show distances and symbols)	£4,000	Quick Win
3-5	Remove national rail symbol totem from outside station Replace with new national rail symbol totem	£8,000	Quick Win
3-6	Remove taxi rank from top of High Street Relocate to another location Repurpose area with landscaping/public realm	£75,000	Desirable
3-7	Remove existing wayfinding on High Street, Sandbeck Avenue, Lumley Road and Seacroft Drive. Provide new wayfinding signage (spec: light background, show distances and symbols) at High Street (x2), Sandbeck Avenue, Lumley Road, Seacroft Drive, Richmond Drive, South Parade, Grand Parade, Wainfleet Road, Lincoln Road and Roman Bank.	£49,500	Essential
3-8	Provide dropped kerbs, tactile paving and refuge islands (where appropriate) along Wainfleet Road and Lincoln Road.	£78,000	Desirable
3-9	Covered by 3-7	n/a	n/a
3-10	Covered by 3-1	n/a	n/a
3-11	Provide wayfinding for cyclists on Roman Bank (x2) to North Shore cycle route (spec: as per existing North Shore cycle route signage)	£9,000	Essential
3-12	Provide real time displays for bus departures at the railway station	£18,000	Quick Win
3-13	Upgrade existing signal-controlled pedestrian crossings on Lumley Gyratory to toucan (x4)	£550,000	Desirable
3-14	Provide either a uni- or bi-directional segregated off-road cycle route along Lincoln Road in grass verge (length of cycle route approx. 1-1.5km)	£504,000	Desirable

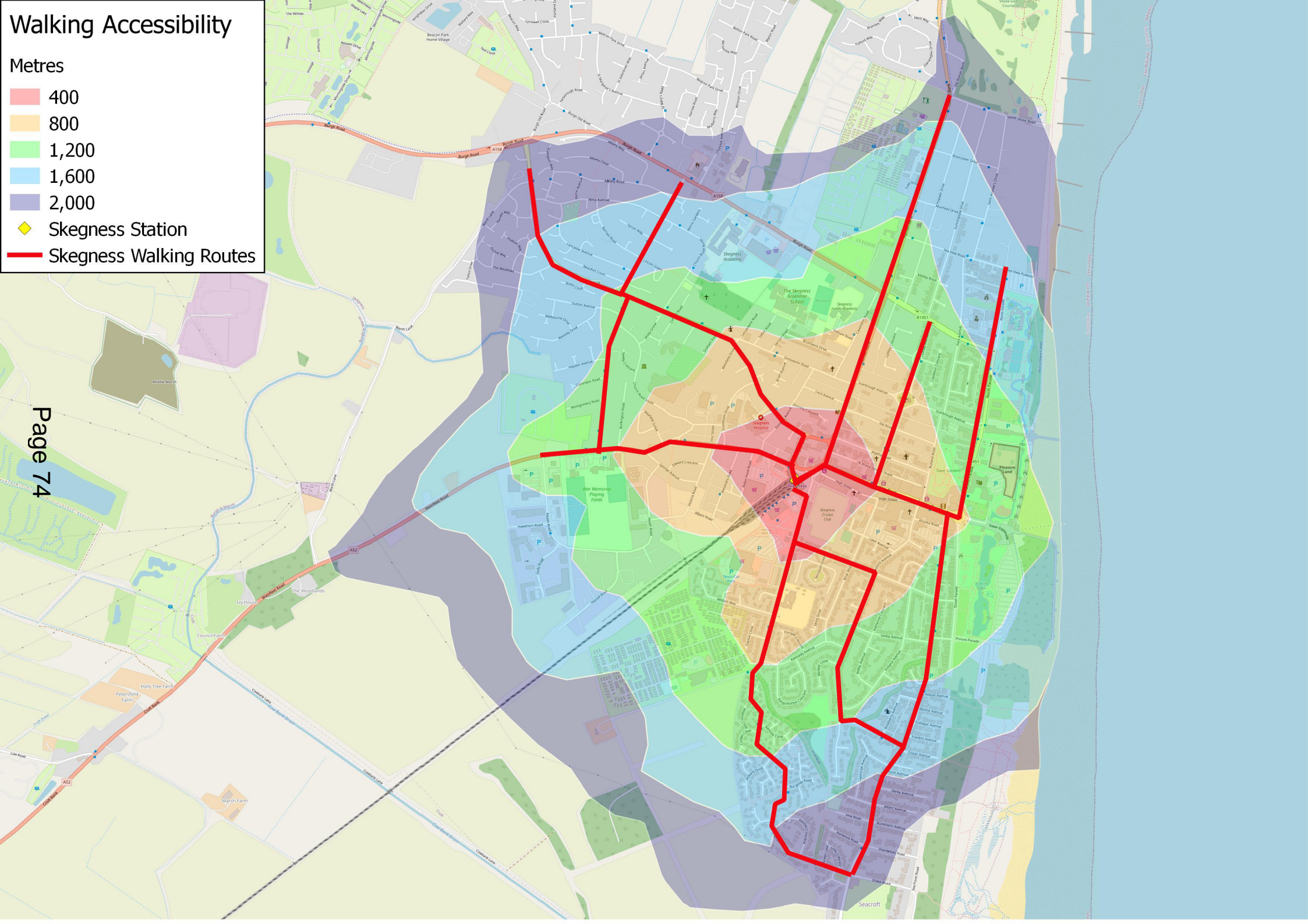
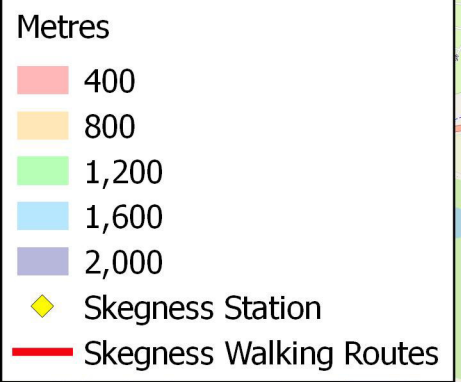
3-15	Provide wayfinding for cyclists to new cycle route on Lincoln Road (dependent on outcome of 3-14)	£13,500	Essential (dependent on 3-14)
3-16	Provide vehicle signage to station on Alghitha Road (spec: use national rail symbol and keep consistent with other vehicle signage in Skegness)	£2,250	Essential
3-17	Provide a passenger car park with EV charging and disabled bays	£12,000	Desirable

- 1.58 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.
- 1.59 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 C-1

Walking Accessibility Plan

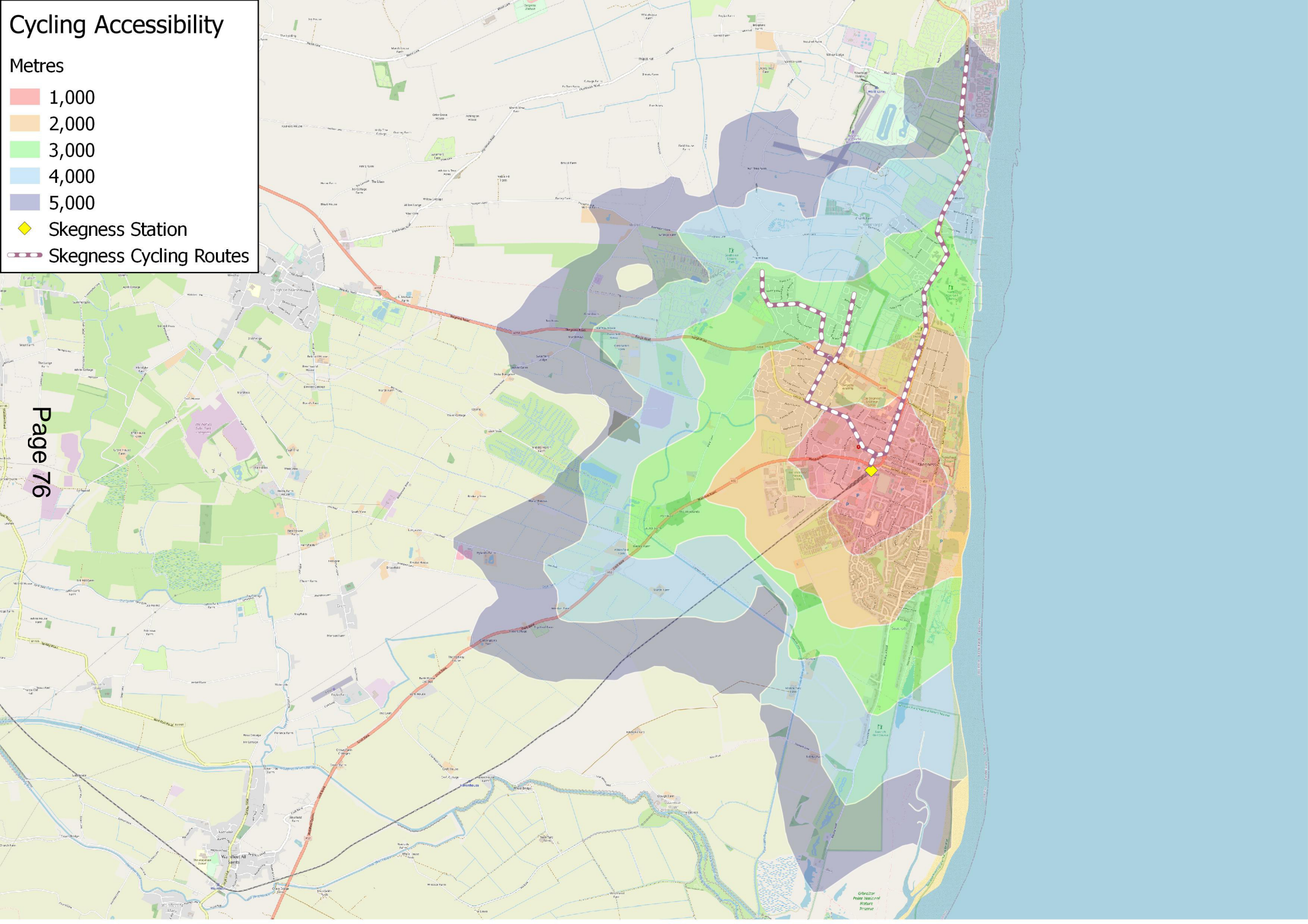
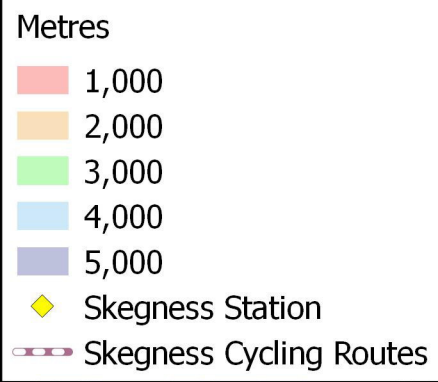
Walking Accessibility



APPENDIX C-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX C-3

Glossary, Abbreviations and References

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

APPENDIX C-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](#)