



Transportation Planning : Infrastructure Design

# **Lincolnshire Accessible Stations - Tranche 1**

## **Appendix F – Ancaster Station**

**Lincolnshire County Council**

**March 2022**

**Doc Ref: DY/210835/2**

---

Prepared by: CG-Q/DY

---

---

Checked by:



---

David Young

---

### Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	07.02.22	Draft	CGQ	DY
1	21.03.22	Draft Final	CGQ	DY
2	03.03.22	Final	CGQ	DY

### LIST OF APPENDICES

APPENDIX F-1  
WALKING ACCESSIBILITY PLAN

APPENDIX F-2  
CYCLING ACCESSIBILITY PLAN

APPENDIX F-3  
GLOSSARY, ABBREVIATIONS AND REFERENCES

APPENDIX F-4  
BIBLIOGRAPHY



10 South Parade  
Leeds  
LS1 5QS

T: 0113 887 3323  
E: [info@scptransport.co.uk](mailto:info@scptransport.co.uk)  
W: [www.scptransport.co.uk](http://www.scptransport.co.uk)

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

### Ancaster – outline station facts

**Annual Patronage (pre Covid)** 5,908 ppa (5 trips/head population)

**Patronage growth vs 10 years previously** +27%

**Population** 1,300

**Development potential – Local Plan** None in Local Plan

### Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Ancaster Station might be improved and recommend actions to be taken to increase rail use. Ancaster 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 section of the report for details of the approach and methodology for each mode, funding streams and monitoring of measures.

### Station Context

- 1.4 Ancaster Station is located on Station Approach in the north of Ancaster. Ancaster is a small rural village; approximately 10km as the crow flies from neighbouring towns Sleaford and Grantham.
- 1.5 Patronage at Ancaster station is 5,908 ppa (source: ORR 2018/19) which by way of comparison to Sleaford (310,906) and Grantham (1,413,006 ppa) it is a small and infrequently used station.
- 1.6 Ancaster is served by the EMR service from Skegness to Nottingham.
- 1.7 In January 2022, the EMR service calls at 4 times per day in each direction (8 in total) from Monday to Saturday and there are no services on Sunday. This comprises 2 morning, 1 midday and 1 early evening services from Nottingham to Skegness and 1 morning, 1 midday and 2 evening services from Skegness to Nottingham.
- 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 (26/07/21 to 10/09/21)
  - Enhanced Sunday service, provided all-year round
- 1.9 The station could be better served, particularly if the improvements to the Nottingham to Boston service includes additional calls at Ancaster. There are existing services which pass through Ancaster without stopping, yet they stop at other nearby small stations, such as Heckington. Heckington is called at 14 times on the Skegness to Nottingham line Monday to Saturday in both directions and 11 times on Sundays. It has a similar catchment population (3,350 compared to 1,300), however it has a far greater level of use (66,494 ppa compared to 5,908 ppa).
- 1.10 Patronage has however grown by 27% over the last 10 years. Looking forward, patronage is not expected to increase further due to no significant committed housing or employment developments in the pipeline.
- 1.11 The challenge for Ancaster is whether there is justification for investing in facilities without a step change in train services calling at the station. On its own investment would only have a limited impact on patronage, although this could be used as leverage to see more station calls, if these can be timetabled between Sleaford and Grantham.

### Station Facilities

- 1.12 Ancaster is an unstaffed station with no toilets or ticket machines. There are shelters on both platforms, platform 1 has step free access from the car park and platform 2 is also step free however it is accessed by a barrow crossing which has an uneven surface due to the rail tracks. National Rail are developing a scheme around the barrow crossing which is at an early review stage. Neither of the platforms have tactile paving at the edge.



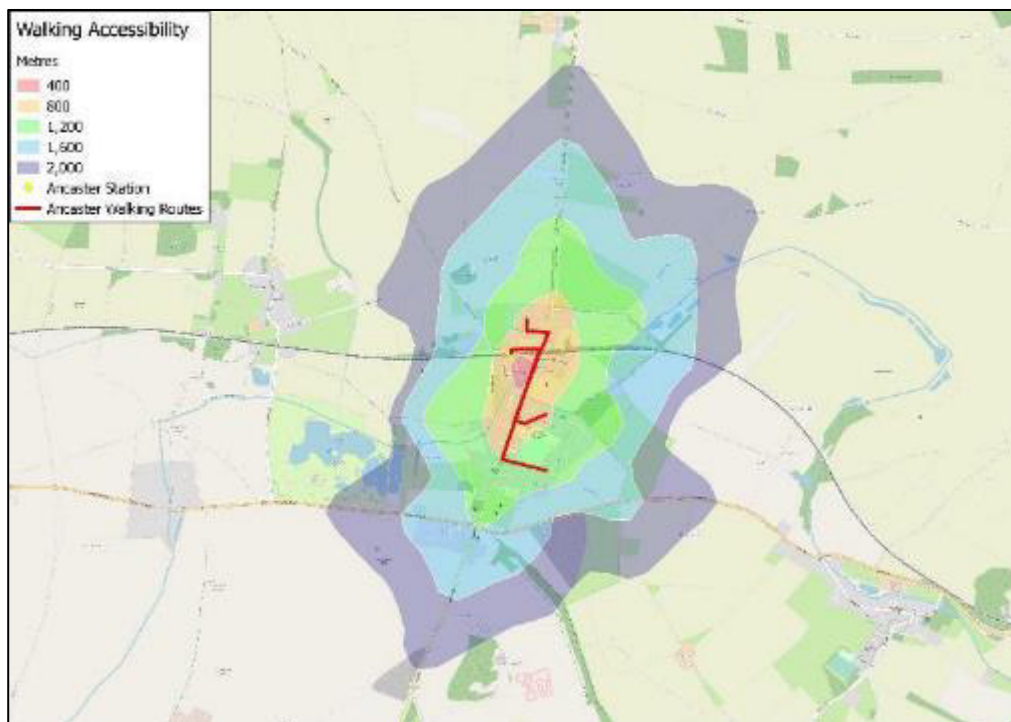
*Photo: Station platforms with no tactiles and barrow crossing*

- 1.13 There is a grassed area used as a car park with unmarked bays providing enough space for approximately 10 to 15 cars. 10 sheltered cycle parking spaces are provided adjacent to the entrance to platform 1. Taxi numbers are provided on the notice board and collect passengers from the car park.
- 1.14 There is no EV charging option at the station.
- 1.15 A community initiative is ongoing to maintain a flower garden at the station.
- 1.16 Improvements to the facilities would likely attract more people to use the station.
- 1.17 Potential measures that could be implemented to improve the station facilities could be:
- 6-1 Surface the grass area to form a car park
  - 6-2 Provide tactile paving at the edge of the platforms
  - 6-3 Implement new National Rail platform crossing scheme

## Walking Accessibility

- 1.18 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 F-1**. The plan shows the areas of Ancaster which are within an accessible walking distance of up to 2km. This area includes all of Ancaster village.

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



- 1.19 Pedestrians access the station via the B6403 Ermine Street via the vehicular access. The first issue for pedestrians at the station is that there is no segregated walk route along Station Approach which connects the station to Ermine Street. It is an approximately 6m wide shared surface type arrangement which accommodates pedestrians, cyclists and vehicles. It is very low trafficked and is therefore not an unsafe pedestrian environment as such, but a delineated walk route would have merit.
- 1.20 The primary walk routes to Ancaster are either north or south on Ermine Street from Station Approach.
- 1.21 To the north there is a footway on the station side of the road which connects to the residential dwellings and the convenience store. There is no pedestrian crossing to the north of Station Approach providing a safe crossing, however there are only a small number of houses on the opposite side of the road to the station.
- 1.22 To the south there is a footway on the opposite side of the road, however it is narrow and there are no crossing facilities. This creates a safety issue for pedestrians heading south as visibility from Station Approach is obstructed by the railway bridge. As the desire line for pedestrians is on the station side, it would improve access if the footway was relocated onto the near side of the road, this would improve safety for pedestrians and also improve visibility for cyclists and vehicles. Relocating the footway may require a pedestrian crossing on the other side of the railway bridge to ensure that residents living on that side are not disadvantaged.



*Photo (Southbound): Poor visibility from Station Approach to Ermine Street, footway on opposite side of the road.*


- 1.23 An alternative walking route would be via Pottergate Road, a byway which can be accessed to the west of the station and provides a convenient, shared route to Ancaster village centre. However, it is currently not street-lit so it would not be appealing during the hours of darkness, particularly as it also shared with vehicles, although a low volume.
- 1.24 There is a wayfinding signpost for the station opposite Station Approach only.
- 1.25 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 no PIAs resulting in a pedestrian casualty recorded in Ancaster or near to the station.



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

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

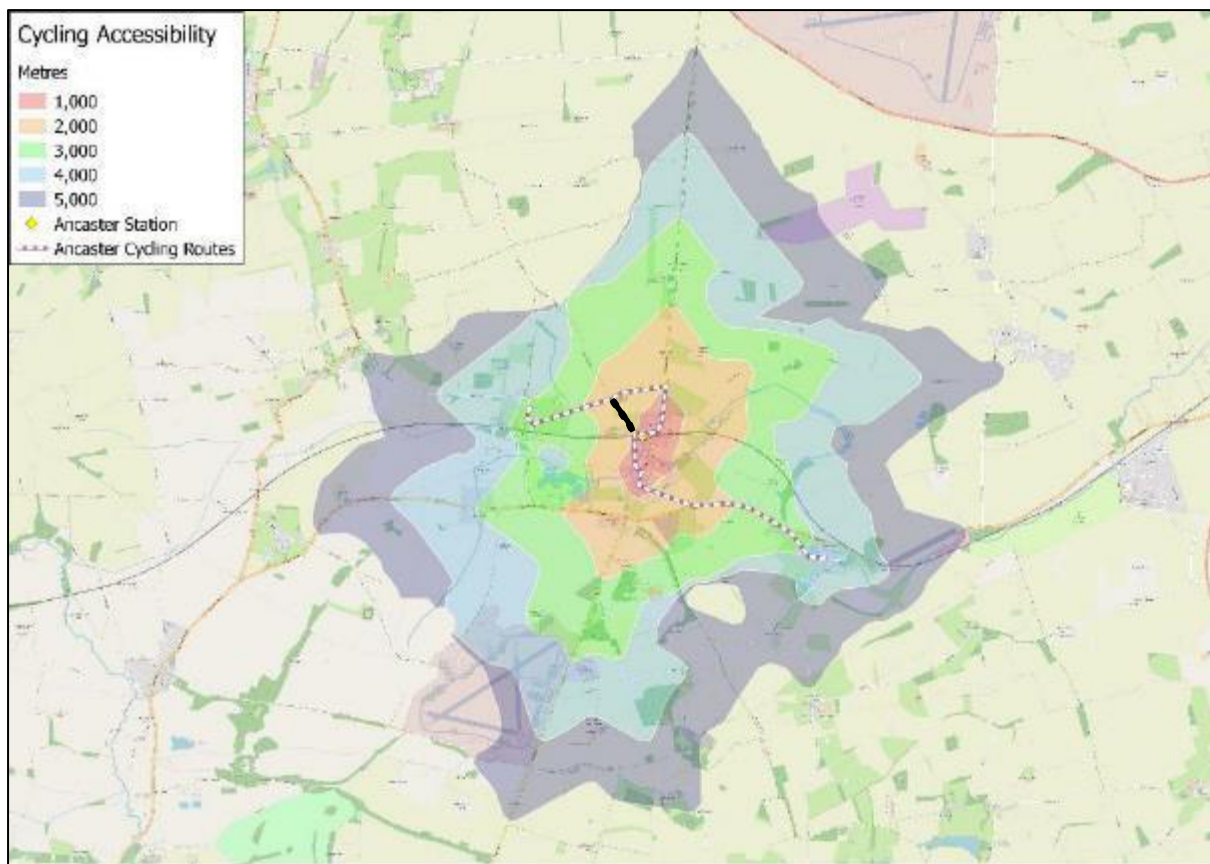
6-4	Relocate the footway on Ermine Street to the station side and provide a crossing on the other side of the railway bridge	
-----	--	--

<p>6-5 Provide a crossing to the north of the Station Approach on Ermine Street</p>	
---	--

### Cycling Accessibility

- 1.27 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 of Ancaster, Sudbrook and Wilsford.
- 1.28 Cyclists access the station via Ermine Street or the public byway Pottergate Road. There is cycle parking provided within the car park in the form of 5 sheltered Sheffield-style hoops, providing parking for 10 bicycles. When SCP inspected the site, there were no bikes parked, perhaps this reflects the low level of service provision at the station. However equally it may simply be a function of the time of year the site was visited (a dry January day).
- 1.29 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 6.2, a larger scale version is attached at **Appendix F-2**. The plan also shows the areas of Gainsborough which are within an accessible cycling distance of up to 5km.
- 1.30 The main cycle route between the station and Sudbrook village, as indicated on the plan, is via the byway, Pottergate Road, accessed directly from the station. When SCP inspected the station there were cyclists using this route to cycle in the direction of Sudbrook from the station. Pottergate Road leads on to Fir Tree Lane which is a country road style track, i.e. it is low-trafficked and wide enough to enable a car to pass a cyclist. Whilst there is a signpost on the corner of Pottergate Road and Fir Tree Lane informing people of the restricted byway (see image below) there is no signage to suggest that it will lead to Ancaster station or Sudbrook village.

Figure 2 – Cycle routes to the station



*Google Streetview Snip (Southbound): Signpost for restricted byway on corner of Pottergate Road and Fir Tree Lane. Potential wayfinding location for station to Sudbrook cycle route.*

- 1.31 The other cycle route to Sudbrook is via Ermine Street and Fir Tree Lane. This is a single carriageway road with no segregated cycle path and it has a higher volume of vehicle traffic as the main route through Ancaster. Albeit not a high enough volume to deem it unfit for cyclists. It is also predominantly a national speed limit and it is less direct than the Pottergate Road route and therefore would take longer to cycle.
- 1.32 Cycling from the station to Wilsford is the other key route to consider. Cyclists will likely head south either via Pottergate Road from the station or by turning right out of the Station Approach



junction with Ermine Street. Both of these options require the cyclist to cross two lanes of traffic at some point, currently there are visibility issues at the Station Approach junction although relocating the footway to the station side of the road would make this route more appealing for cyclists. The Pottergate Road/Water Lane route has better visibility at the junction with Ermine Street and there is wide footway on the nearside which gives cyclists the option of crossing at a later point, although there are no formal crossing points along Ermine Street. Neither of these options are signposted in either direction between Wilsford village, Ancaster and Ancaster station and therefore cyclists are not immediately made aware of potential cycle routes to or from the station and Wilsford, particularly if they are not from the area.

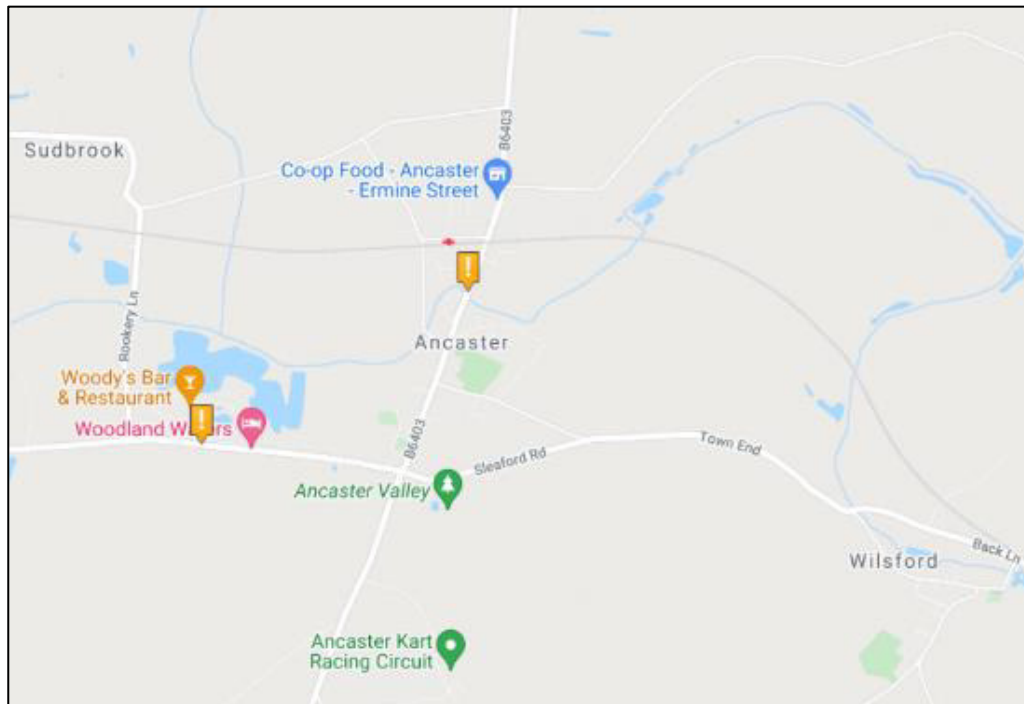
- 1.33 The route for cyclists from Ermine Street to Wilsford is via Wilsford Lane and Town End. Wilsford Lane involves some off-road and some on-road cycling, although the road is unlikely to generate too much traffic and is therefore reasonable as a cycle route. The first main issue for cyclists is crossing Town End (see image below) to the narrow footpath along the other side of the carriageway which runs to Wilsford. Town End is a section of the main vehicle route between Sleaford and Grantham and therefore has a higher volume of traffic and is also national speed limit, so crossing would be challenging and potentially unsafe for cyclists. An upgraded crossing arrangement may be suitable to remove this severance point for people cycling between Wilsford and Ancaster station.
- 1.34 Additionally, the footpath on the other side is narrow with grassed verge either side. There is therefore potential to explore the possibility of widening this to accommodate cyclists more comfortably. Alternatively, there are similar routes around Lincolnshire, notably the narrow footway on the A153 East Road to the east of Sleaford is signed as a shared use off-road foot/cycleway. Signing the Town End route may encourage cyclists to use the route and particularly will aid cyclists deciding whether to cycle on the carriageway or off-road, as it is used by HGVs it would be safer to encourage cyclists to use the off-road route.



*Google Streetview Snip (Westbound): Crossing from Wilsford Lane to footpath on Town End*


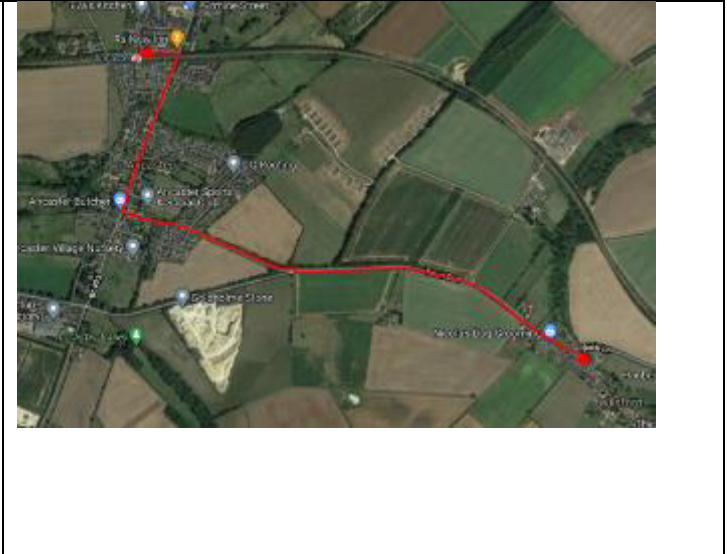



*Photo (Westbound): Beginning of footpath on Town End from Wilsford to Ancaster, HGVs using road and route unsigned presenting cyclists with a difficult choice.*



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

- 1.35 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 on the cycle route to Sudbrook or on Town End. There were also none at the Station Approach and Ermine Street junction. The only accident occurred on Ermine Street. The overall low number of PIAs is likely to be a result of the low number of cyclists and vehicles.
- 1.36 In summary, the potential measures that could be implemented to improve accessibility for cyclists could include:

<p>6-6 Provide wayfinding to and from Sudbrook via Pottergate Road.</p>	
<p>6-7 Provide wayfinding between Wilsford and Ancaster station and sign the footway on Town End as a shared-use cycle route.</p>	
<p>6-8 Upgrade the crossing facilities between Town End and Wilsford Lane.</p>	

**Public Transport Accessibility**

- 1.37 The nearest bus stops to the station are located directly outside on Ermine Street to the north of the junction with Station Approach. There are no bus stop facilities. There is no pedestrian crossing facility connecting the bus stop on the opposite side of the road with the station.

- 1.38 Both of the bus stops are served by school bus services, the WM06 from Ancaster to William Robertson School and the WM07 from Ancaster to St Botolph's School. They are both school services so operate with one early morning outbound service and one end of school time inbound service.
- 1.39 There is therefore only bus provision to or from Ancaster station for the general public via the bus stops outside the village hall which are approximately 800m from the station. These stops are served by the 27 bus and the S156S school bus service. The 27 runs between Sleaford and Grantham via Syston, Barkston, Honington, West Willoughby, Sudbrook, Ancaster, Wilsford and South Rauceby. On Monday to Friday, there are 4 services from Sleaford to Grantham and 5 services from Grantham to Sleaford. On Saturday this is reduced to 3 and 4, respectively. There are no Sunday services. For many people within Ancaster or who travel to Ancaster from one of these destinations, it may offer a more convenient service as the bus stops are in the centre of the village so its less walking distance to more homes and amenities and the service provision is similar to that of the train station, at least for local destinations.
- 1.40 An option to integrate the bus and rail provision could be to provide bus waiting facilities in the vicinity of Station Approach and extend the 27 route to use the stop. SCP explored the possibility of extending the 27 service to the rail station stops. Following a review of the timetables, it is considered that the existing services do not align to the train times from Ancaster and therefore it would not be worthwhile. Another possibility could be to provide a dedicated bus service that would fit with the train times however, at a cost of approximately £450 per day per bus it is unlikely to be a worthwhile option based on the low use of the station.
- 1.41 In summary, the potential measures that could be implemented to improve accessibility for public transport users could be:
- 6-9 Provide improved crossing facilities to connect people between the station and both bus stops on Ermine Street.
  - 6-10 Provide bus stop facilities, as a minimum a flag and pole, at the station bus stops.

### Vehicle Accessibility

- 1.42 Vehicles access the station via Ermine Street. Visibility for drivers egressing Station Approach onto Ermine Street is poor due to the railway bridge. As mentioned above, relocating the footway to the station side would aid visibility. A convector mirror is provided opposite the give way however it does not offer much benefit. On inspecting the site, an HGV approached from the south and it was not visible until it had reached the railway bridge, including in the mirror.



*Photo (Eastbound): Station Approach egress onto Ermine Street, ineffective mirror opposite*

- 1.43 On the main vehicular routes to the station, from Ermine Street to the north and south, there is no directional signage to the station. At the junction of A153 Sleaford Road/ A153 Willoughby Road/ B6403 Ermine Street/ B6403 High Dike, which is the gateway to Ancaster from the south, and at Byards Leap, which is the gateway to Ancaster from the north, there is vehicle signage to Ancaster but not to the station. Signage could make people aware of the existence of a train station in Ancaster and potentially increase its use.

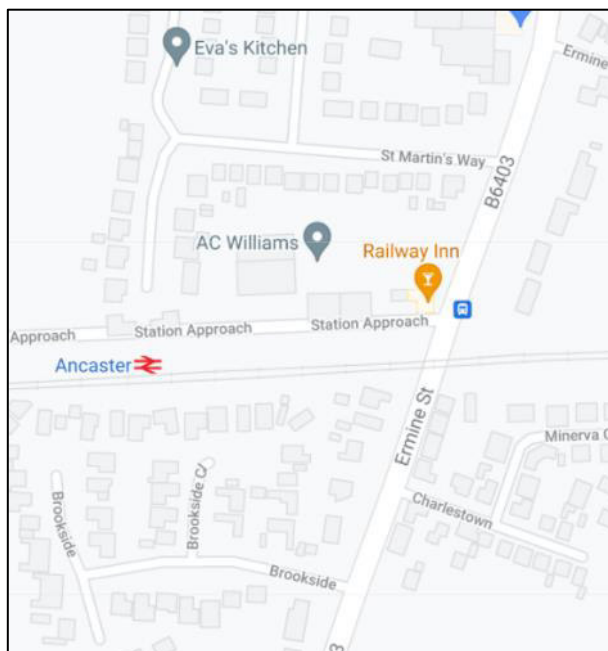


*Google Streetview Snip (North-Westbound): vehicle signage from Sleaford Road to Ancaster but not to station*



*Google Streetview Snip (South-Eastbound): vehicle signage from A17 Byards Leap to Ancaster but not to station*

- 1.44 In the most recent 5 year period prior to the COVID-19 pandemic (2015 to 2019), there were no PIAs resulting in a vehicle driver or passenger as a casualty recorded in the vicinity of the Station Approach junction with Ermine Street. This suggests that there is minimal risk of accidents for vehicles as they access or egress the station, despite the issues with visibility at the give-way. This may be due to low traffic volumes on Ermine Street and drivers being more cautious when egressing.



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

- 1.45 In summary, potential measures that could be implemented to improve accessibility for vehicles could be:
- 6-11 Surface the car park and mark out parking bays, including disabled bays.
  - 6-12 Installation of EV charging could be considered alongside any car park modifications.
  - 6-13 Relocate the footway to the station side to improve visibility for drivers egressing Station Approach to Ermine Street.
  - 6-14 Provide directional signage to Ancaster station on the approaches to Ancaster.

### Marketing

- 1.46 As well as undertaking physical works promoting the travel options from the station and demonstrating how accessible the station is on foot and by bike is important to raise the community awareness of the option to travel by train. Illustrating the walk and cycle routes would be useful.
- 1.47 There is evidence of a Friends of Ancaster Station, although we are not sure if this is currently active, however a flower garden seemed to be being maintained. 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.

## Costing

- 1.48 Ancaster 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.
- 1.49 An indicative cost has been added to each recommendation.
- 1.50 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.
- 1.51 These ratings are indicative and could vary dependent on a range of factors.
- 1.52 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 – Ancaster 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>
6-1	Surface the car park and mark out 10 parking bays	£70,000	Essential
6-2	Provide tactile paving along 2 platforms (total distance of approx. 100m)	Network Rail to install	Essential
6-3	Implement National Rail platform crossing scheme (upgrade barrow crossing)	Network Rail to install	Essential
6-4	Remove the existing footway on Ermine Street under the railway bridge  Provide new footway on station side of Ermine Street under the railway bridge (length of footway approx. 25m)	£80,500	Essential
6-5	Provide a crossing on Ermine Street to the north of the junction with Station Approach, approx. crossing distance of 7.5m	£3,000	Desirable
6-6	Provide wayfinding for cyclists between station and Sudbrook via Pottergate	£13,500	Essential

	Road byway (spec: light background, cycle symbol, distances indicated)		
6-7	Provide wayfinding for cyclists between station and Wilsford via Town End (spec: light background, cycle symbol, distances indicated)  Designate the footpath on Town End as a shared use off road foot/cycle way (spec: as per East Road near Sleaford)	£22,500	Essential
6-8	Upgrade the crossing for cyclists between Town End and Wilsford Lane, crossing distance of approx. 6.5m	£6,800	Desirable
6-9	Covered by 6-4	n/a	n/a
6-10	Provide bus stop facilities, a minimum of a flag and pole with timetable information	£5,600	Desirable
6-11	Covered by 6-1	n/a	n/a
6-12	Provide EV charging at the station car park	£12,000	Desirable
6-13	Covered by 6-4	n/a	n/a
6-14	Provide vehicle signage to the station at Byards Leap and Sleaford Road	£11,250	Essential

- 1.53 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.
- 1.54 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.



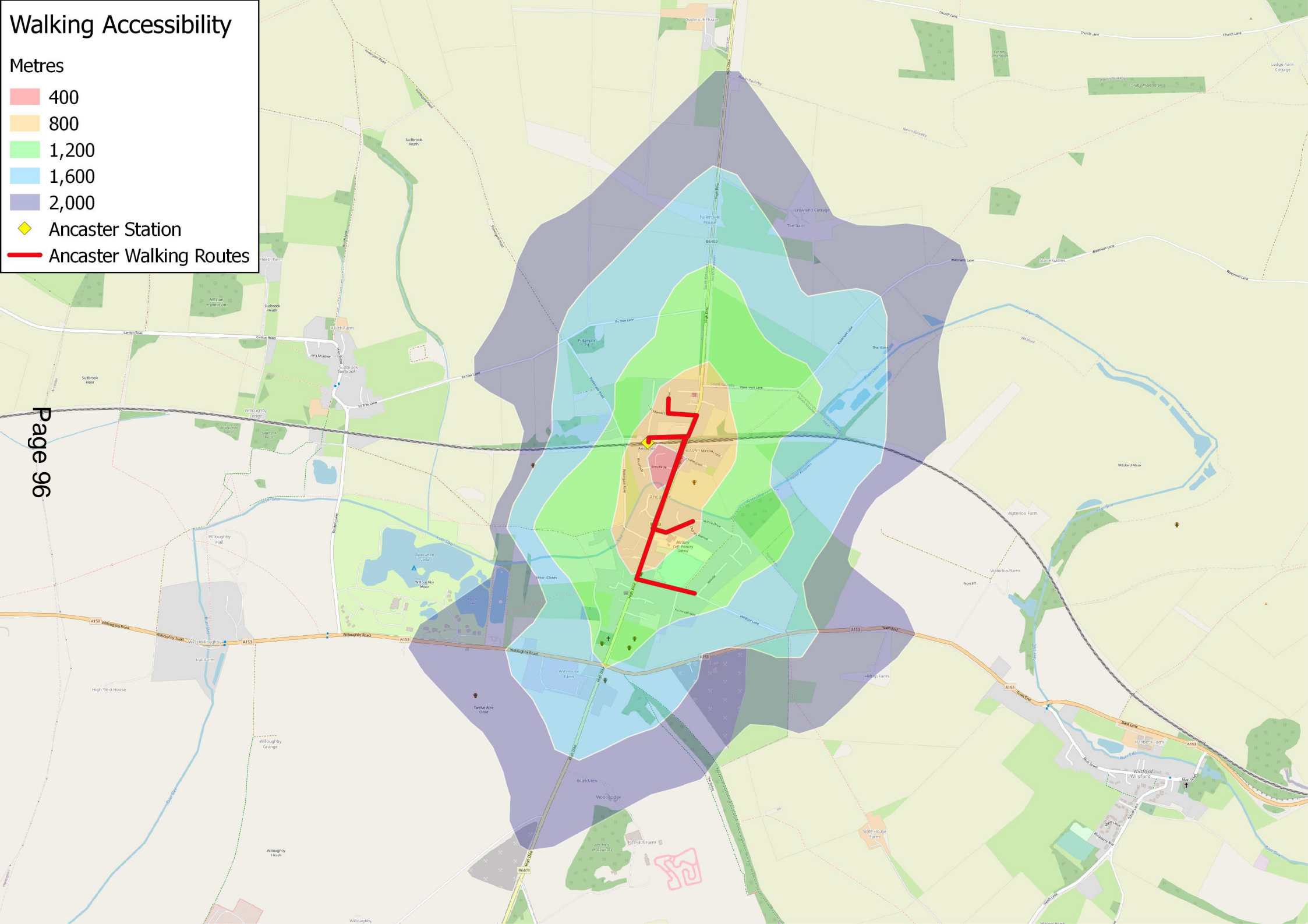
## **APPENDIX F-1**

### **Walking Accessibility Plan**

# Walking Accessibility

Metres

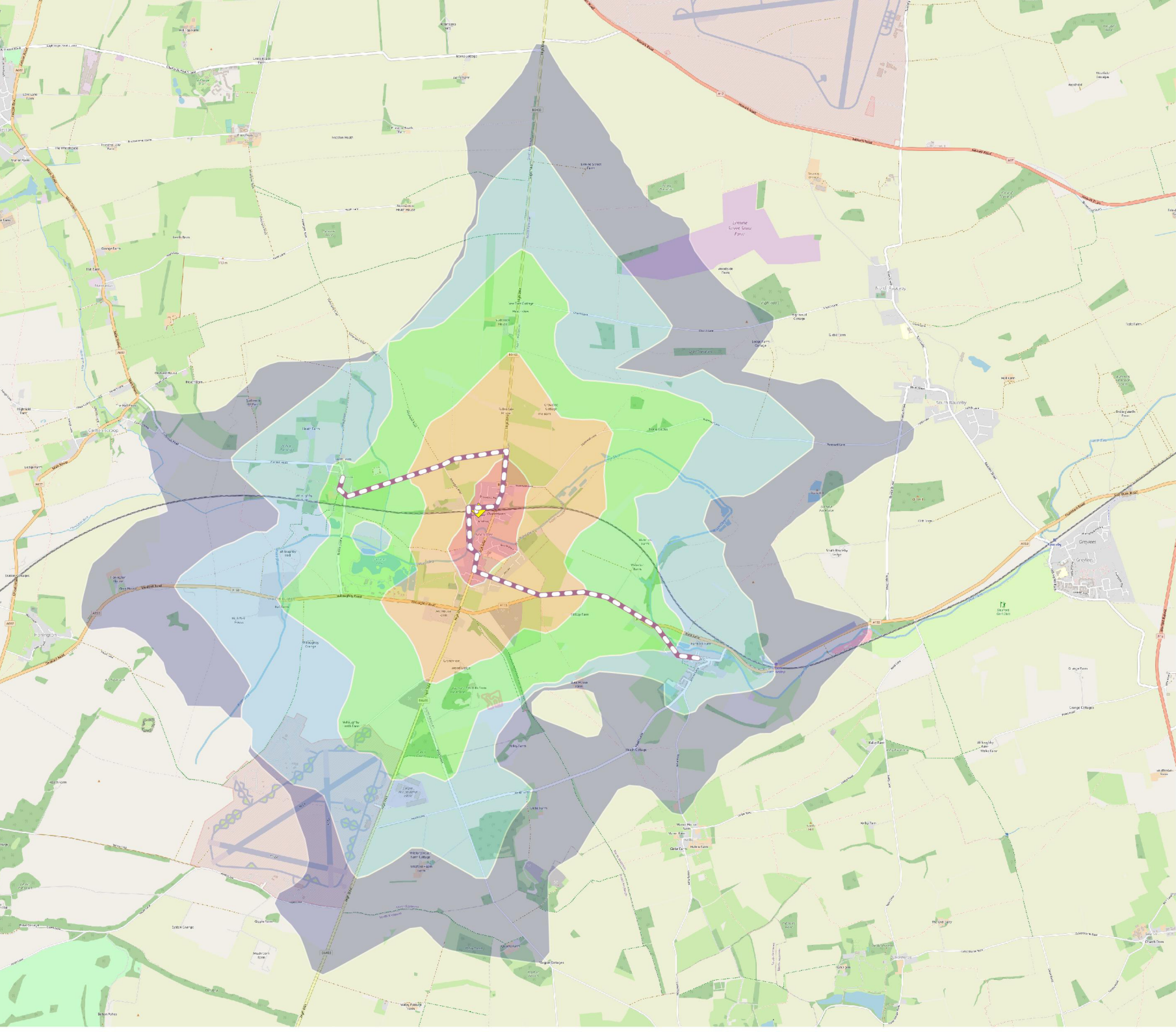
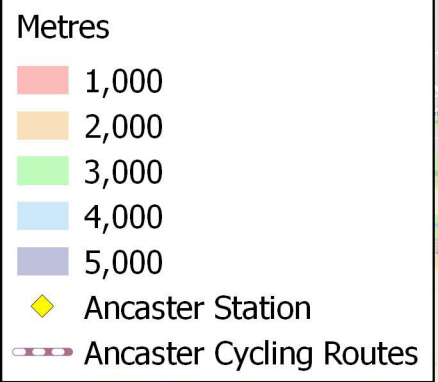
- 400
- 800
- 1,200
- 1,600
- 2,000
- Ancaster Station
- Ancaster Walking Routes



## **APPENDIX F-2**

### **Cycling Accessibility Plan**

# Cycling Accessibility



## APPENDIX F-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>LCWIP</b>	Local Cycling Walking Infrastructure Plan
<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 F-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](#)