



Transportation Planning : Infrastructure Design

Lincolnshire Accessible Stations - Tranche 1

Appendix E – Market Rasen 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	21.02.22	Final Draft	CGQ	DY
2	03.03.22	Final	CGQ	DY

LIST OF APPENDICES

APPENDIX E-1
WALKING ACCESSIBILITY PLAN

APPENDIX E-2
CYCLING ACCESSIBILITY PLAN

APPENDIX E-3
GLOSSARY, ABBREVIATIONS AND REFERENCES

APPENDIX E-4
BIBLIOGRAPHY



10 South Parade
Leeds
LS1 5QS

T: 0113 887 3323
E: info@scptransport.co.uk
W: 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.

Market Rasen – outline station facts

Annual Patronage (pre Covid)	69,840 ppa (15 trips/head population)
Patronage growth vs 10 years previously	+58%
Population	100,100
Development potential – Local Plan	Housing Within 1km: <ul style="list-style-type: none">10 dwellings completed in 2019/20 and an additional 169 expected by 2026^{Error! Bookmark not defined.} Within 5km: <ul style="list-style-type: none">164 dwellings expected by 2026^{Error! Bookmark not defined.} Future development beyond 2026: <ul style="list-style-type: none">A further 200 dwellings expected on land at Caistor Road.^{Error! Bookmark not defined.} Resultant daily rail trips (assumes 393 dwellings by 2029): 21 arrivals and 21 departures

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Market Rasen Station might be improved and recommend actions to be taken to increase rail use. Market Rasen 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 Market Rasen Station is located off a private station access road from Chapel Street in the south of Market Rasen. The access road is within National Rail's land ownership boundary (although it is leased to East Midlands Rail), as are the platforms and car park. National Rail land ownership also includes the tracks and surrounding green space which they are responsible for the maintaining. The station buildings, however, are privately owned which presents a challenge for providing new or modified amenities within the station buildings. It also provides a staff/people presence which has a safety benefit for rail passengers.

- 1.5 Market Rasen is a small rural town; equidistant as the crow flies (approximately 20-30km) from its nearest larger towns; Gainsborough, Lincoln, Scunthorpe and Grimsby.
- 1.6 Patronage at Market Rasen station is 69,840 ppa (source: ORR 2018/19) which by way of comparison the next largest town is Sleaford which has a population of 15,200 and a patronage of 310,906ppa. Therefore, Market Rasen is a relatively small and less used station.
- 1.7 Market Rasen is served by the EMR service on the Leicester to Cleethorpes line.
- 1.8 In January 2022, the EMR service called at Market Rasen 19 times on Monday to Friday, 16 times on Saturday and 6 times on Sunday. The routes on the line which stop at Market Rasen are:
- Nottingham to Grimsby – 2 x Monday to Friday services
 - Leicester to Grimsby – 12 x Monday to Friday and 9 x Saturday services
 - Lincoln to Cleethorpes – 1 x Monday to Friday, 2 x Saturday and 1 x Sunday service
 - Lincoln to Grimsby – 1 x Saturday service
 - Newark to Cleethorpes – 1 x Monday to Saturday service
 - Nottingham to Cleethorpes – 1 x Monday to Friday and 5 x Sunday services
 - Leicester to Cleethorpes – 2 x Monday to Friday and 3 x Saturday services
- 1.9 EMR had committed in 2021 to providing the improvements to Market Rasen services, the intention remains to roll them out as planned. The improvements are as follows:
- Nottingham – Lincoln – Grimsby
- New Nottingham - Grimsby service, with limited extension to Cleethorpes.
 - Sunday service between Lincoln and Grimsby all-year round.
 - To be 1 weekday train every other hour in each direction between Nottingham and Grimsby (currently no direct trains), with first train to depart Nottingham at 05.39 and last train at 20.31, the final two services extend to Cleethorpes. From Grimsby, first train is to depart at 07.41 and last train at 22.08, this last train extends from Cleethorpes.
 - To be 1 Saturday train every other hour in each direction between Nottingham and Grimsby (currently no direct trains), with first direct train to depart Nottingham at 10.38 and last train at 17.34, the final service extends to Cleethorpes. From Grimsby, first train is to depart at 06.42 and last train at 18.39, two of the morning services extend from Cleethorpes.
 - To be three Sunday services departing Lincoln for Cleethorpes; 11.15, 16.38 and 18.34 (currently no services).
 - To be three Sunday services departing Cleethorpes for Lincoln; 13.31, 18.32 and 20.55 (currently no services).
 - The Lincoln to Grimsby additional services are expected to call at Market Rasen.
- 1.10 The station is not well served although improvements to the Leicester – Cleethorpes line will increase the provision of service, however these improvements are known to be at risk.
- 1.11 Patronage at Market Rasen station has grown by 58% over the last 10 years. Looking forward, patronage is only expected to increase modestly due to housing developments in the pipeline which will be within an accessible distance of the station.

Station Facilities

- 1.12 Market Rasen 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.

Network Rail and EMR are looking into the prospect of getting an audio device for the barrow crossing. Neither of the platforms have tactile paving at the edge, however there is a raised “Harrington Hump” on both platforms which enables level boarding to the trains.

- 1.13 There are no tactile facilities and SCP observed that the platform edge stones were particularly slippery.



Photo (Northbound): Station platforms with no tactile paving but raised area to improve level access onto trains. Barrow crossing at the far end of the platforms.

- 1.14 There is a car park with 30 spaces where there are also 2 unsheltered bike stands with spaces for 16 bikes. The cycle parking is close to the station platform however it is not sheltered and is not suitable for all types of cyclists and bikes. Phone numbers for local taxi firms are provided on the station notice board and taxis can drop off and collect passengers from the station car park. There is no EV charging option at the station.



Photo (Southbound): Unsheltered cycle parking at station entrance that can be challenging to use and does not fit all types of bicycle, therefore not fit for purpose.

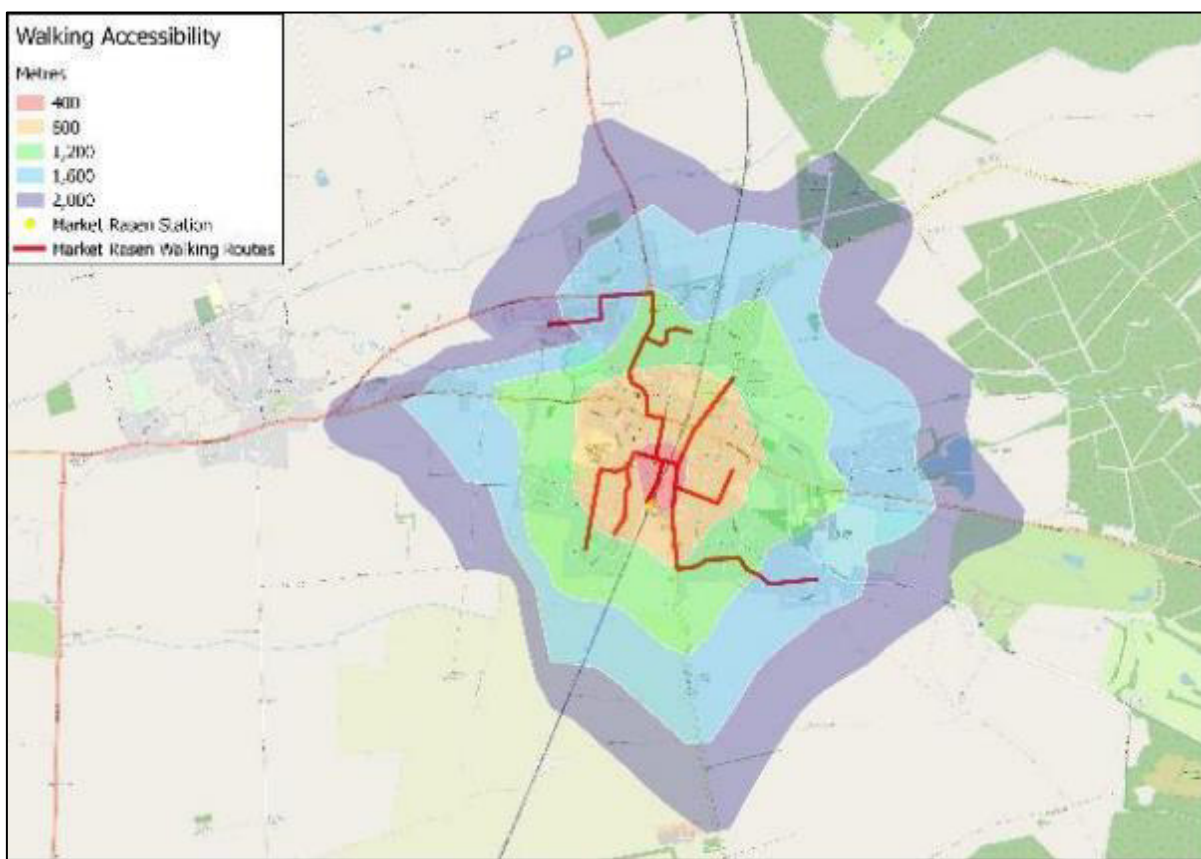
- 1.15 Market Rasen has a station adoption group, a community initiative that helps maintain the station and in the case of Market Rasen has provided artwork on the platforms, all of which is aimed towards ensuring the stations are welcoming environments.
- 1.16 Potential measures that could be implemented to improve the station facilities could be:

- 5-1 Provide tactile paving at the edge of the platforms
- 5-2 Provide station facilities where possible, for example providing a ticket machine would improve accessibility to train services for people without access to the internet and the disused building could be used for a café or retail outlet.
- 5-3 Provide more suitable (Sheffield stands) and sheltered cycle parking.
- 5-4 Provide EV charging in the car park.

Walking Accessibility

- 1.17 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 E-1**. The plan shows the areas of Market Rasen which are within an accessible walking distance of up to 2km. This area includes all of Market Rasen, although it is just short of neighbouring village Middle Rasen.

Figure 1 – Walk routes to the station



- 1.18 Pedestrians access the station via the vehicular access from Chapel Street. There is a footway which runs along the station side of the private access road and connects to the footway on the south side of Chapel Street. At the junction there is the national rail symbol which is clearly visible on the approaches to indicate the location of the station. There is also a wayfinding sign which shows directions to the town centre and the racecourse, however it is on a dark background so it is not visually inclusive and does not indicate walking distance/time.
- 1.19 The most convenient walk route for pedestrians to the town centre is via Union Street, however there is no wayfinding on Chapel Street to direct people to turn down Union Street so it is unclear whether to go straight ahead on Chapel Street or to turn right on Union Street. Additionally, there are no formal crossing facilities on Chapel Street, other than dropped kerbs, which is not suitable for visually and physically impaired people crossing from the station towards the town centre. In

the opposite direction, from the town centre at Queen Street to the station, there is wayfinding at the bottom of Union Street however it is on a dark background which fades into the wall and does not indicate walking distance/time.



Google Streetview Snip (Southbound): Wayfinding on Union Street to station, no distance indicated and dark sign background does not help the sign to stand out.

- 1.20 The walk route between the station and the south-west of Market Rasen is via Chapel Street and Mill Road. There is wayfinding at the junction of Chapel Street and Mill Road, similar to the other wayfinding signs it is on a dark background which is difficult to read (as is demonstrated on the photo below) and therefore not inclusive, and it does not indicate distance/time to the station.

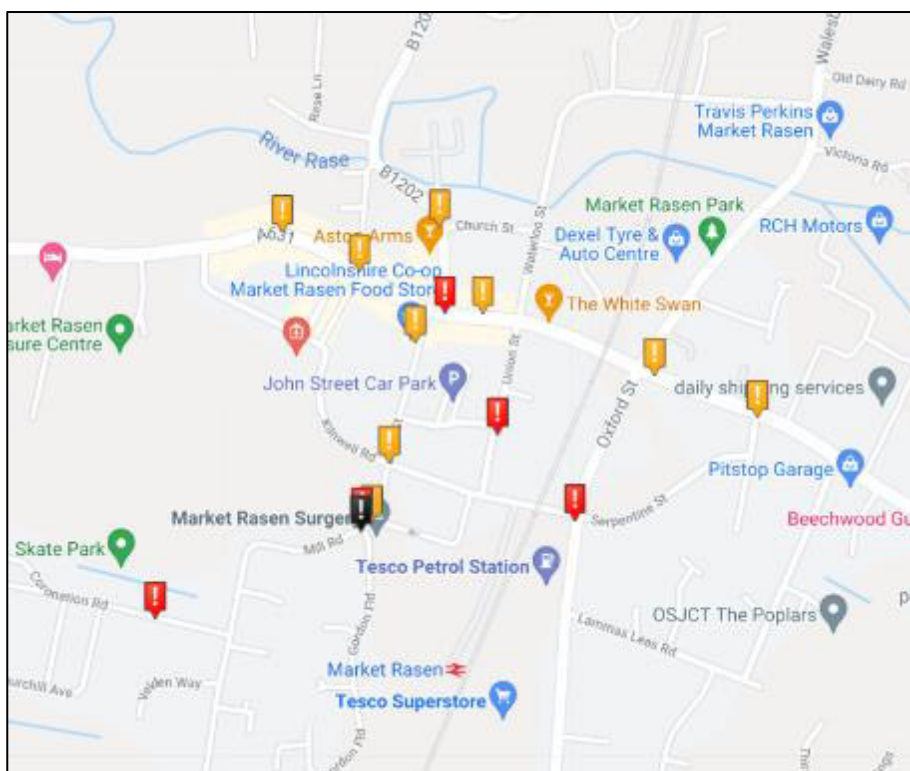


Photo (Southbound): Wayfinding on Chapel Street to station, no distance or walk time indicated and dark sign background makes it difficult to read.

- 1.21 The walk route for residents in the north of Market Rasen is via George Street which is off Queen Street. The footway on George Street is quite narrow on the west side of the road, and slightly wider on the east side of the road. However it widens on both sides as it heads north. There is no wayfinding for pedestrians on George Street to the town centre or to the station, other than the vehicle signage at the junction with Queen Street. However the benefit of providing pedestrian wayfinding would be to make people aware that the station is within walking distance for them and then to consider it as an option for travelling.
- 1.22 The walk route for residents in the northeast of Market Rasen is via Chapel Street, Oxford Street and Jameson Bridge Street. The footway on Chapel Street to the east of the station access is narrowed as it passes under the railway bridge, there is also a stretch of car parking bays on the station side of Chapel Street which set back the footway from the pedestrian desire line. The

footway on Oxford Street is approximately 2m wide and leads to a traffic signals junction with pedestrian crossing on all arms leading to Jameson Bridge Street. The footway on Jameson Bridge Street is sufficiently wide. There is no wayfinding on this route to the station for pedestrians although there is for vehicles on the Jameson Bridge Street approach to the traffic signals and on Oxford Street as it meets Chapel Street, both of which would be suitable locations for pedestrian wayfinding.

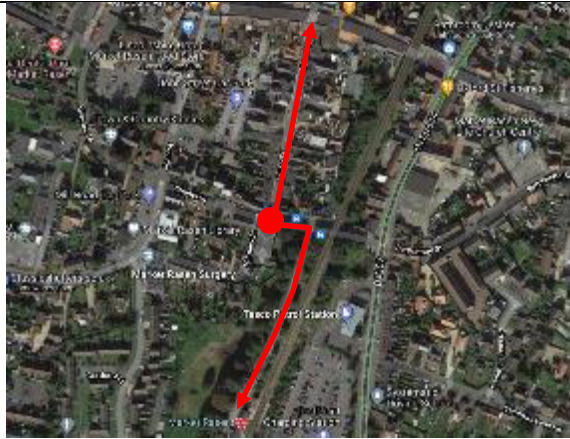
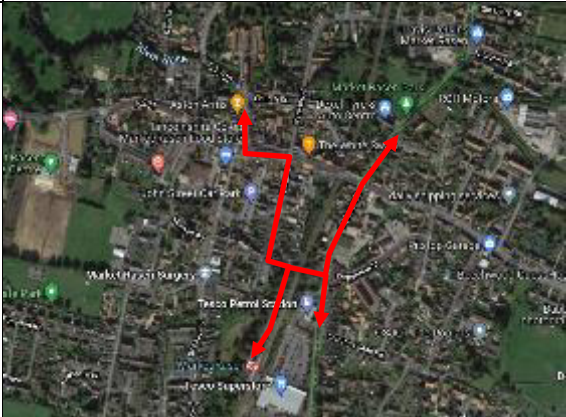


- 1.23 The walk route for residents in southeast Market Rasen is via Linwood Road. The footway is wide on both sides however there are no crossing facilities until a zebra crossing adjacent to the Tesco supermarket, which does not benefit residents in the streets off Lammas Leas Road. Additionally, there is no pedestrian wayfinding on this walk route to the station or the town centre, other than the vehicle signage at the junction with Chapel Street.
- 1.24 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 recorded on the private access road to the station or at the junction with Chapel Street. There was 1 PIA at the Chapel Street/Oxford Street/Linwood Road junction, 1 at the Oxford Street/ Queen Street/ Jameson Bridge Street junction, 1 on Union Street and 4 on Queen Street. There were also 3 PIAs on Mill Road, one of which was fatal, which appears to be the largest cluster of accidents in the town. In general, the number of PIAs which occurred during the 5 year period is low.



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

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

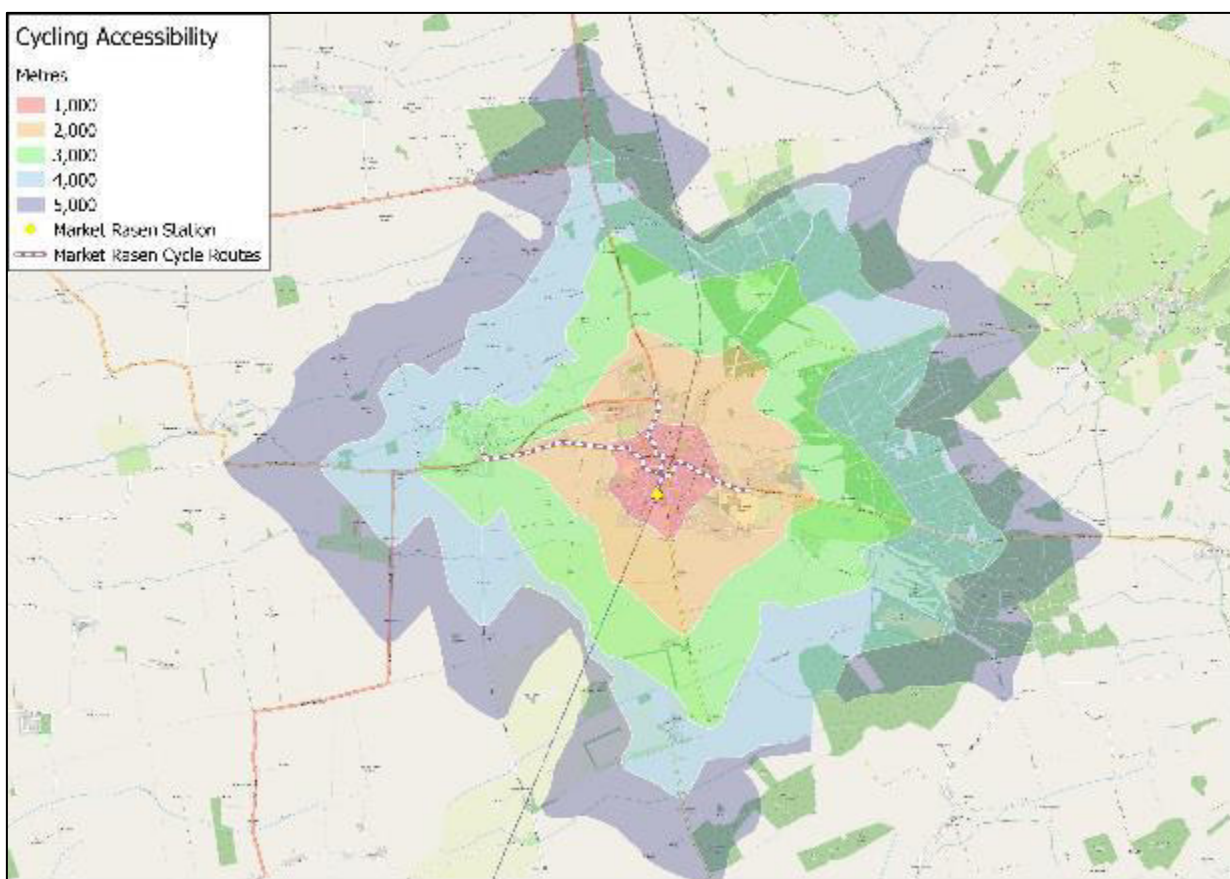
5-5	Replace the existing wayfinding signs with brighter, more inclusive signs that indicate walking distance to key landmarks including the station.
-----	--

<p>5-6 Provide wayfinding for pedestrians at the junction of Union Street and Chapel Street to promote it as the main walk route to the town centre. Improve the crossing facilities here to make the route more accessible.</p>	
<p>5-7 Provide wayfinding signage for pedestrians on the main walk routes into the town centre from the surrounding residential areas to complement the existing vehicle signage.</p>	
<p>5-8 Remove the car parking bays on Chapel Street and reinstate the footway in the pedestrian desire line.</p>	
<p>5-9 Provide a formal crossing or refuge facility on Linwood Road south of its junction with Chapel 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 Market Rasen and Middle Rasen.
- 1.28 Cyclists access the station via Chapel Street. There is cycle parking provided within the car park in the form of 2 unsheltered cycle racks, providing parking for 16 bicycles. When SCP inspected the site, there were no bikes parked, perhaps this reflects that it may not be easy to use the racks provided or they may not fit all bikes. However equally it may simply be a function of the time of year the site was visited (a dry January day).

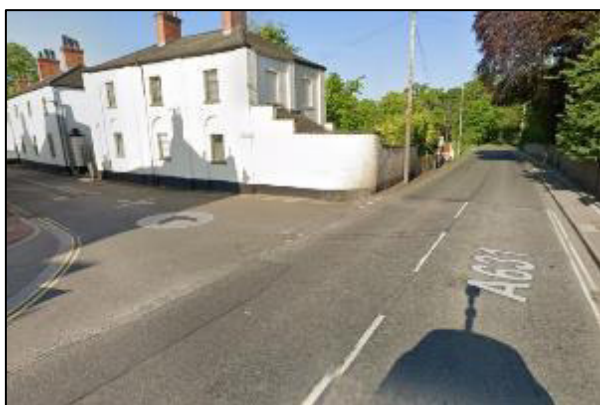
Figure 2 – Cycle routes to the station



- 1.29 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 5.2, a larger scale version is attached at **Appendix E-2**. The plan also shows the areas which are within an accessible cycling distance of up to 5km.
- 1.30 Oxford Street, Linwood Road and Jameson Bridge Street are designated as an on-road cycle route and are a section of the NCR 1. This route is not shown on Figure 5.2 due to all of the dwellings accessed by the route either being within walking distance (and therefore shown on Figure 5.1) or being well beyond cycling distance in other towns and villages. There is however a section of east Market Rasen within cycling distance that could cycle on Oxford Street before coming off the NCR 1 to cycle on Willingham Road. Willingham Road has narrow footways at first which further east widen, however cyclists in the first instance are more likely to cycle on-road. The carriageway is wide enough to allow a vehicle to pass a cyclist and speed is 30mph so it is a reasonable environment for cyclists. The route does not have any wayfinding for cyclists to or from the station. Additionally, approximately 1.5km to the east of the junction with Oxford Street, a designated off-road shared use route begins on Willingham Road which heads east to

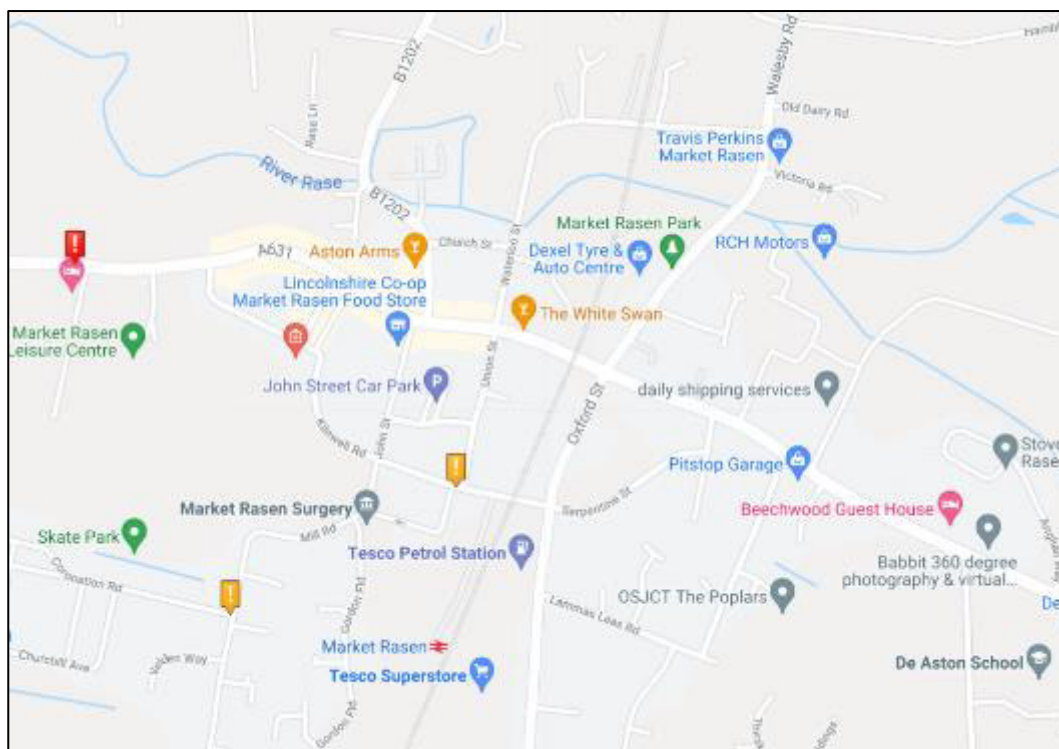
Willingham. It could be beneficial to explore the option of extending the shared off road route to NCR 1.

- 1.31 The cycle route to the west and Middle Rasen village is via Kilnwell Road, Dear Street and Gainsborough Road. Kilnwell Road and Dear Street are low trafficked street and although narrow are suitable routes for cyclists. However, cyclists first have an issue on this route at the junction of Dear Street and Gainsborough Road where a wall makes visibility onto main road difficult and the lack of cycle provision making it unclear whether cyclists should continue on road or cross to the footway on the other side.



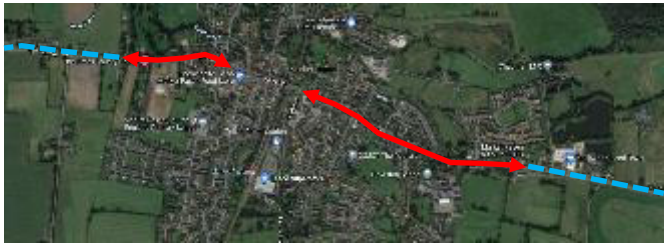

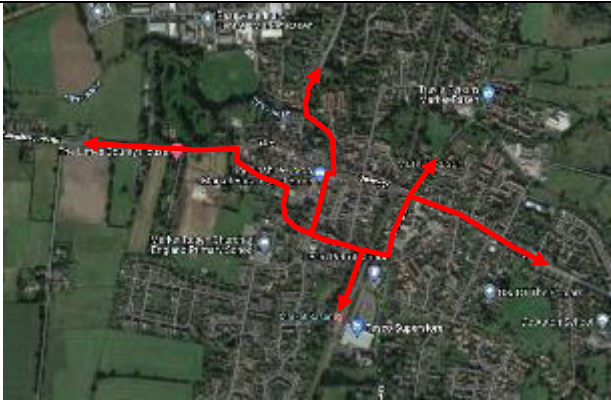
Google Streetview Snip (South-Westbound): Junction of Dear Street and Gainsborough Road with poor visibility and no clear route for cyclists.

- 1.32 Slightly further along Gainsborough Road a shared-use cycle route commences on the north side of the road. There is footway leading up to it which could be designated as a shared use cycle route to provide a continuous signed route between Middle Rasen and Market Rasen. It would also provide a cycle route to the new multi-million pound Market Rasen Leisure Centre, which has recently opened. This route does not currently have wayfinding for cyclists to the station, leisure centre, Market Rasen town centre or Middle Rasen and the junction with Dear Street would be a suitable location for it, particularly if the existing shared use cycle route was extended.



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

- 1.33 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 Oxford Street/Linwood Road, Jameson Bridge Street, George Street, Queen Street or Willingham Road. There was however 1 PIA on Chapel Street near to the station access and 1 on Gainsborough Road near to the start of the shared-use cycle route. The overall low number of PIAs in the area suggest that it is a reasonably safe area to cycle in, particularly on the NCR 1 which is likely to attract a relatively high number of cyclists.
- 1.34 In summary, the potential measures that could be implemented to improve accessibility for cyclists could include:

5-10	Provide sheltered Sheffield style cycle parking facilities at the station.
5-11	<p>Extend the designated shared-use off-road cycle routes on Willingham Road and Gainsborough Road to be closer to the station and provide more continuity in the routes.</p> 
5-12	<p>Provide crossing facilities for cyclists at the Dear Street junction.</p> 
5-13	<p>Provide wayfinding for cyclists along key routes.</p> 

Public Transport Accessibility

- 1.35 The nearest bus stops to the station are located on Chapel Street next to the access to the station. There are no bus stop facilities.
- 1.36 The bus stops serve the 27 CallConnect bus which runs one inbound service at 09:50 and one outbound service at 13:35 from Monday to Saturday. The route stops at Market Rasen town centre and station, North Willingham, Tealby, Ludford, Kirmond le Mire, Brookenby, Binbrook and Louth.
- 1.37 There is a slightly increased bus provision on Queen Street where people can access the 53 and 53 Interconnect regular services to Grimsby and Lincoln or the 1501 and W27D school bus services.
- 1.38 SCP have explored the potential to divert the most regular nearby service, the 53/ 53 Interconnect, to include serving the rail station bus stops. This would require the bus including a loop around Market Rasen within the dwell time at Market Rasen. The timetables have been reviewed and there does not appear to be any opportunity for the service to be diverted.
- 1.39 An alternative option would be to provide a new bus service to serve the rail station bus stops and useful destinations in the area. This would typically result in a cost of approximately £450 per bus per day, and considering the existing bus services on Queen Street, it is not considered to be a worthwhile option to recommend.
- 1.40 An option to improve the integration between bus and rail provision could be to provide bus waiting facilities in the vicinity of Station Approach.
- 1.41 In summary, the potential measures that could be implemented to improve accessibility for public transport users could be:
- 5-14 Provide bus stop facilities, as a minimum a flag and pole, at the station bus stops.

Vehicle Accessibility

- 1.42 Vehicles access the station is via Chapel Street. The car park has 30 marked parking spaces, there is no EV charging available.
- 1.43 The station is easily approachable from a number of directions. For northbound vehicles on Linwood Road, there is vehicle direction signage at the junction with Chapel Street to the station. The same pole is used for the southbound vehicles on Oxford Street.



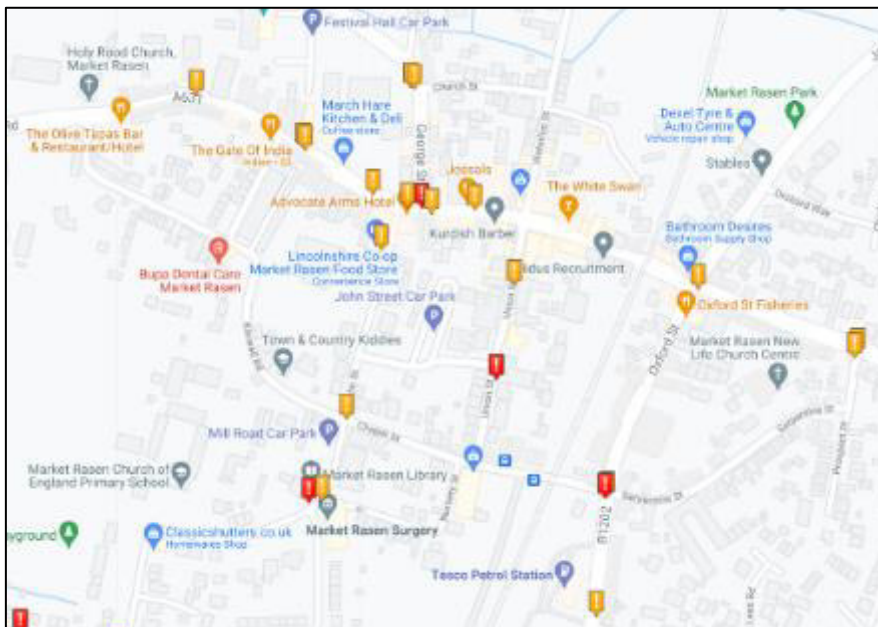
Google Streetview Snip (Southbound): vehicle signage on Linwood Road to station



Google Streetview Snip (Northbound): vehicle signage on Oxford Street to station

- 1.44 On the approach to Oxford Street from Jameson Bridge Road, Queen Street and Willingham Road there is vehicle signage. On the approach to Queen Street from Gainsborough Road, there is no vehicle signage as drivers enter the town. There is however a vehicle sign facing drivers on George Street approaching Queen Street which would direct both drivers from George Street and Gainsborough Road.

- 1.45 In the most recent 5 year period prior to the COVID-19 pandemic (2015 to 2019), there were no PIAs involving a vehicle at the station access junction with Chapel Street. There were also none at the Gainsborough Road/ Dear Street junction. There was 1 PIA on Chapel Street, 2 at the junction with Oxford Street/ Linwood Road, 1 at the Oxford Street/ Queen Street/ Jameson Bridge Road/ Willingham Road junction, 2 on Union Street, 1 on Linwood Road and 2 on George Street. The main area for PIAs was Queen Street, where there were 8 PIAs. Overall, the number of accidents is low for whole area over a 5 year period.



Crashmap: 5 years of PIAs involving vehicles in the vicinity of Market Rasen Station

- 1.46 In summary, potential measures that could be implemented to improve accessibility for vehicles could be:
- 5-15 Provide EV charging at the station.
 - 5-16 Provide directional signage to Market Rasen station and other landmarks on the Gainsborough Road approach to Queen Street.

Marketing

- 1.47 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.
- 1.48 There is a group of Station Adopters at Market Rasen, who have been active since 2004. They upkeep the station such as providing planting to make sure it is a welcoming environment. 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.
- 1.49 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.
- 1.50 Organisation and businesses with Travel Plans are also important players in communicating the station accessibility opportunities.

Costing

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

Recommendation Reference	Action Required	Indicative Cost	Rating
5-1	Add tactile paving to 2 platform edge (approx. 150m in total)	Network Rail to install	Essential
5-2	Provide ticket machines and other facilities Refurbish main building and bring into use	£16,000 (for two) Subject to specification	Desirable
5-3	Remove existing cycle parking Provide new sheltered, inclusive cycle parking	£19,500	Essential
5-4	Provide EV charging in the car park	£12,000	Desirable
5-5	Remove the existing pedestrian wayfinding signs on Chapel Street, Union Street, Queen Street and Mill Road Provide new wayfinding on Chapel Street, Union Street (x2), Queen Street, Mill Road, George Street, Jameson Bridge Street, Oxford Street and	£40,500	Essential

	Linwood Road (spec: light background, show distances and symbols)		
5-6	Covered by 5-5	n/a	n/a
5-7	Covered by 5-5	n/a	n/a
5-8	Remove car parking bays on Chapel Street on the east side of the railway bridge. Realign existing footway to edge of carriageway and connect to footway on Linwood Road (length of new footway approx. 25m)	£26,000	Desirable
5-9	Provide a pedestrian crossing on Linwood Road (crossing distance of approx. 8m)	£11,000	Desirable
5-10	Covered by 5-3	n/a	n/a
5-11	Extend the existing designated off road shared use cycle routes on Willingham Road and Gainsborough Road towards Market Rasen. Potential length of route approx. 2km	£560,000	Desirable
5-12	Provide crossing facilities for cyclists at the Dear Street junction with Gainsborough Road	£3,000	Desirable
5-13	Provide wayfinding for cyclists between station and Gainsborough Road, Willingham Road, George Street and Jameson Bridge Street (spec: light background, cycle symbol, distances indicated)	£18,000	Essential
5-14	Provide bus stop facilities, a minimum of a flag and pole with timetable information	£5,600	Desirable
5-15	Provide EV charging at the station car park	£12,000	Desirable
5-16	Provide directional signage for vehicles approaching Queen Street from Gainsborough Road to the station and town centre (spec: as per other vehicle signage in Market Rasen)	£13,500	Essential

1.56 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.

- 1.57 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.

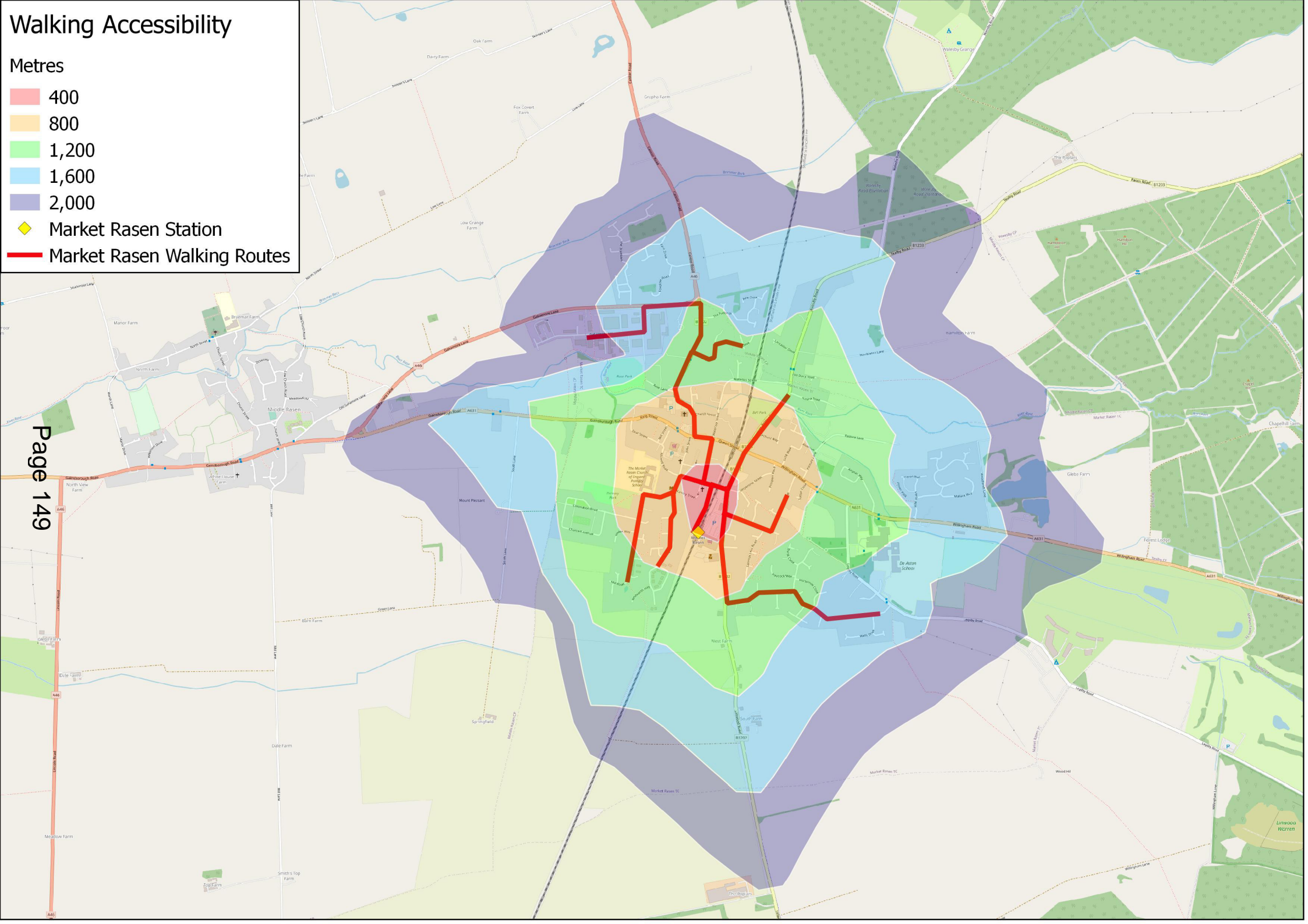
APPENDIX E-1

Walking Accessibility Plan

Walking Accessibility

Metres

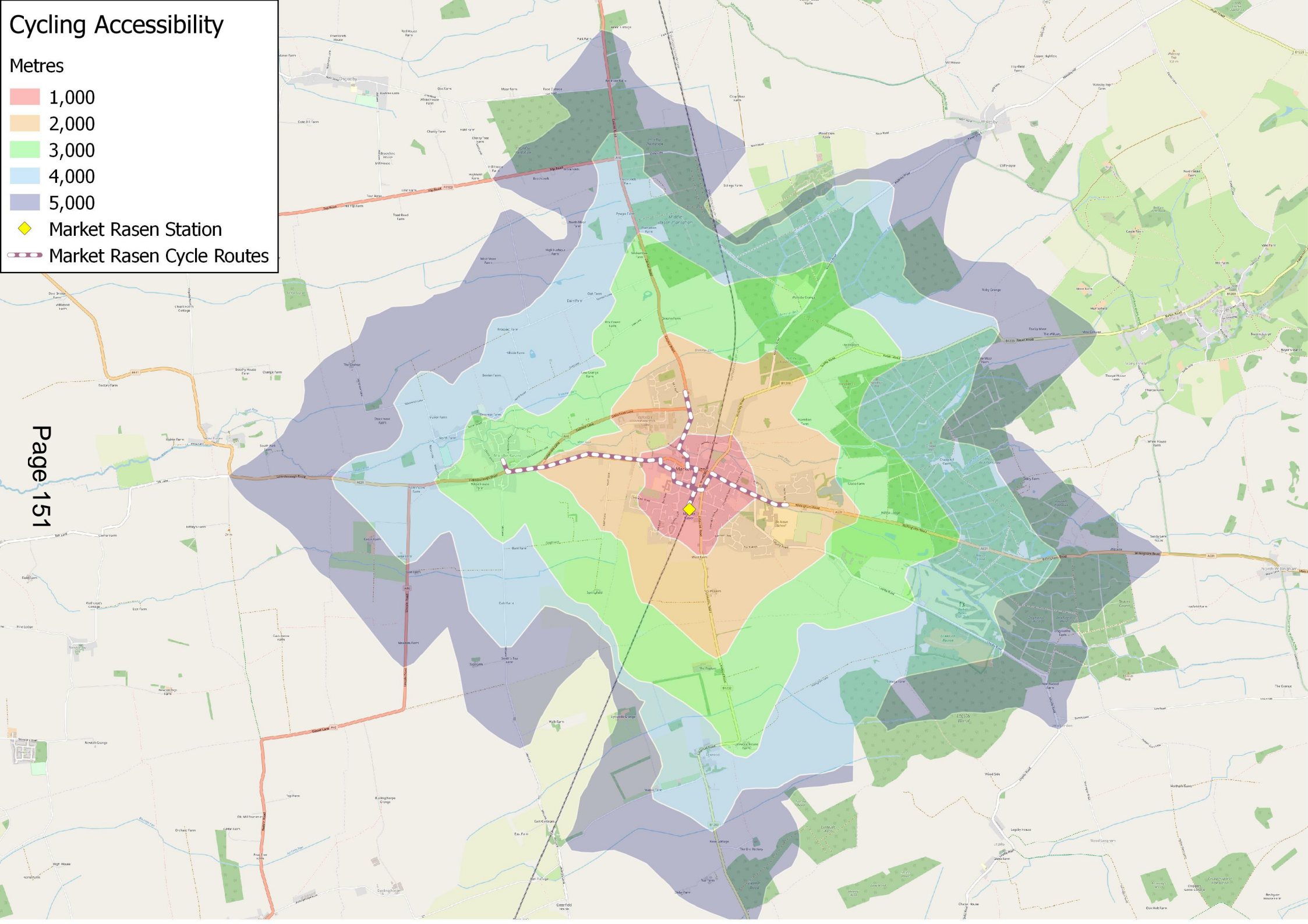
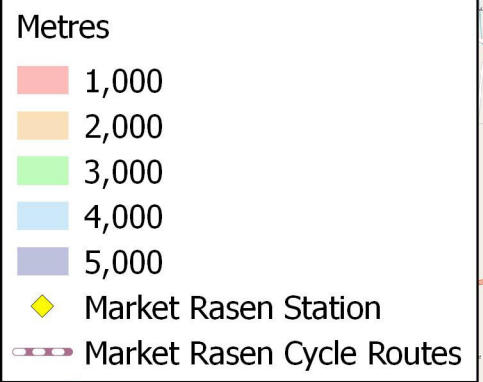
- 400
- 800
- 1,200
- 1,600
- 2,000
- Market Rasen Station
- Market Rasen Walking Routes



APPENDIX E-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX E-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 E-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](#)

This page is intentionally left blank