

# The Humber Metro

The Humber Metro is a very futuristic concept, depending, as it does, on the existence of the Humber tunnel between Goxhill and the approach to Paragon station, proposed as part of HS10 in the ‘HS Eastern Routes and Service Plans’ article. As noted there, although the tunnel will be built to GC gauge, it is intended from the outset to be shared with Regional Metro traffic between Cleethorpes and Hull, which will at least initially be of UK loading gauge.

The Humber Metro covers the area from Selby and Goole in the west to Cleethorpes and Withernsea in the east, and from Grimsby in the south to Bridlington in the north.

The core section, built to GC-gauge, as all new infrastructure should be, runs in tunnel under the centre of Hull between Paragon (LL) and Cannon St. (former H&B) stations, with a connection to the Hornsea / Withernsea lines just before Wilmington, and another to the Beverley line at Cottingham. Other than that (and the Humber tunnel, of course,) it takes over the routes of existing and former, long closed, branches.

The proposed metro services fall into two groups, either cross-river or west-east along the north bank. The services of the first group are:

- 2tph Cleethorpes – New Clee – Grimsby Docks – Grimsby Town – West Marsh – Great Coates – Healing – Stallingborough – Habrough – Ulceby – Thornton Abbey – Goxhill – Hull Paragon (LL) – George St. – Cannon St. – Beverley Rd. – Jack Kaye Walk – Cottingham – Beverley – Arram – Lockington – Hutton Cranswick – Great Driffield – Nafferton – Lowthorpe – Burton Agnes – Carnaby – Bridlington
- 2tph Cleethorpes – New Clee – Grimsby Docks – Grimsby Town – West Marsh – Great Coates – Healing – Stallingborough – Habrough – Ulceby – Thornton Abbey – Goxhill – Hull Paragon (LL) – George St. – Cannon St. – Beverley Rd. – Jack Kaye Walk – Cottingham – Beverley – Cherry Burton – Kipling Cotes – Market Weighton – Londesborough – Nunburnholme – Pocklington
- 2tph Cleethorpes – New Clee – Grimsby Docks – Grimsby Town – West Marsh – Great Coates – Healing – Stallingborough – Habrough – Ulceby – Thornton Abbey – Goxhill – Hull Paragon (LL) – George St. – Cannon St. – Beverley Rd. – Jack Kaye Walk – East Ella – Anlaby – Willerby & Kirk Ella - Little Weighton – South Cave – North Cave – Newport – Sandholme – North Eastrington – South Howden
- 2tph Cleethorpes – New Clee – Grimsby Docks – Grimsby Town – West Marsh – Great Coates – Healing – Stallingborough – Habrough – Ulceby – Thornton Abbey – Goxhill – New Holland – Barrow Haven – Barton-upon-Humber
- 2tph Barton-upon-Humber – Barrow Haven – New Holland – Goxhill (reverse) – Hull Paragon (LL) – George St. – Cannon St. – Beverley Rd. – Jack Kaye Walk – East Ella – Anlaby – Willerby & Kirk Ella - Little Weighton – South Cave – North Cave – Newport – Sandholme – North Eastrington – South Howden

Unsurprisingly, the Cleethorpes / Barton-upon-Humber – South Howden and Cleethorpes – Barton-upon-Humber services are tightly integrated to give 4tph between each pair of destinations, alternately direct or with cross-platform interchange at Goxhill. Appendix A gives a suitable track layout for the Goxhill area.

Those of the second group are:

- 2tph Selby – Hemingborough – Wressle – North Howden – Staddlethorpe – Broomfleet – Brough – Ferriby – Hessle – Hessle Rd. – Hull Paragon (LL) – George St. – Cannon St. – Wilmington – Southcoates – Marfleet – Hedon – Rye Hill & Burstwick – Keyingham – Ottringham – Patrington – Withernessea
- 2tph Goole – Saltmarshe – Staddlethorpe – Broomfleet – Brough – Ferriby – Hessle – Hessle Rd. – Hull Paragon (LL) – George St. – Cannon St. – Wilmington – Summergangs – Sutton-on-Hull – Swine – Skirlaugh – Ellerby – Whitedale – Sigglesthorne – Wassand – Hornsea Bridge – Hornsea
- 2tph Cottingham – Hull Paragon (LL) – George St. – Cannon St. – Wilmington – Southcoates – Marfleet
- 2tph Cottingham – Hull Paragon (LL) – George St. – Cannon St. – Wilmington – Summergangs – Sutton-on-Hull

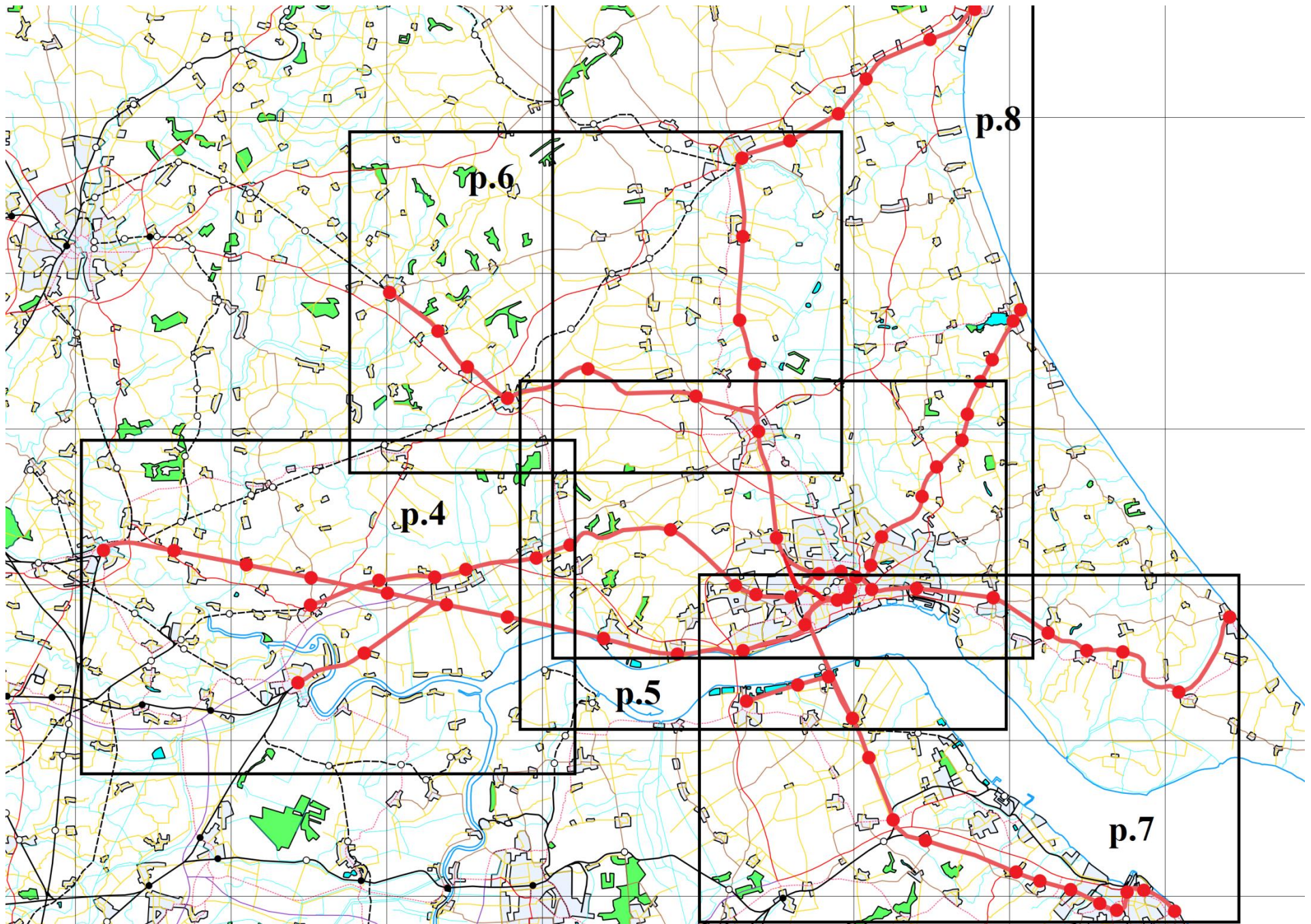
The purpose of the last pair of services from Cottingham direct to Hull Paragon (LL) is to ensure that every metro station in Hull city itself (which I interpret as bounded by Hessle, Willerby & Kirk Ella, Cottingham, Sutton-on-Hull and Marfleet stations), has a service of at least 4tph. (In fact the at-least-4tph area is bounded by Staddlethorpe, South Howden, Beverley, Sutton-on-Hull, Marfleet and, effectively, Barton-upon-Humber, and with, effectively, 8tph from Cleethorpes.)

N.B. I have used the name ‘Staddlethorpe’ for the junction station of the Selby and Goole lines as that was its name, and Staddlethorpe is exactly where it actually is. Apparently it’s now called ‘Gilberdyke’. Tough!

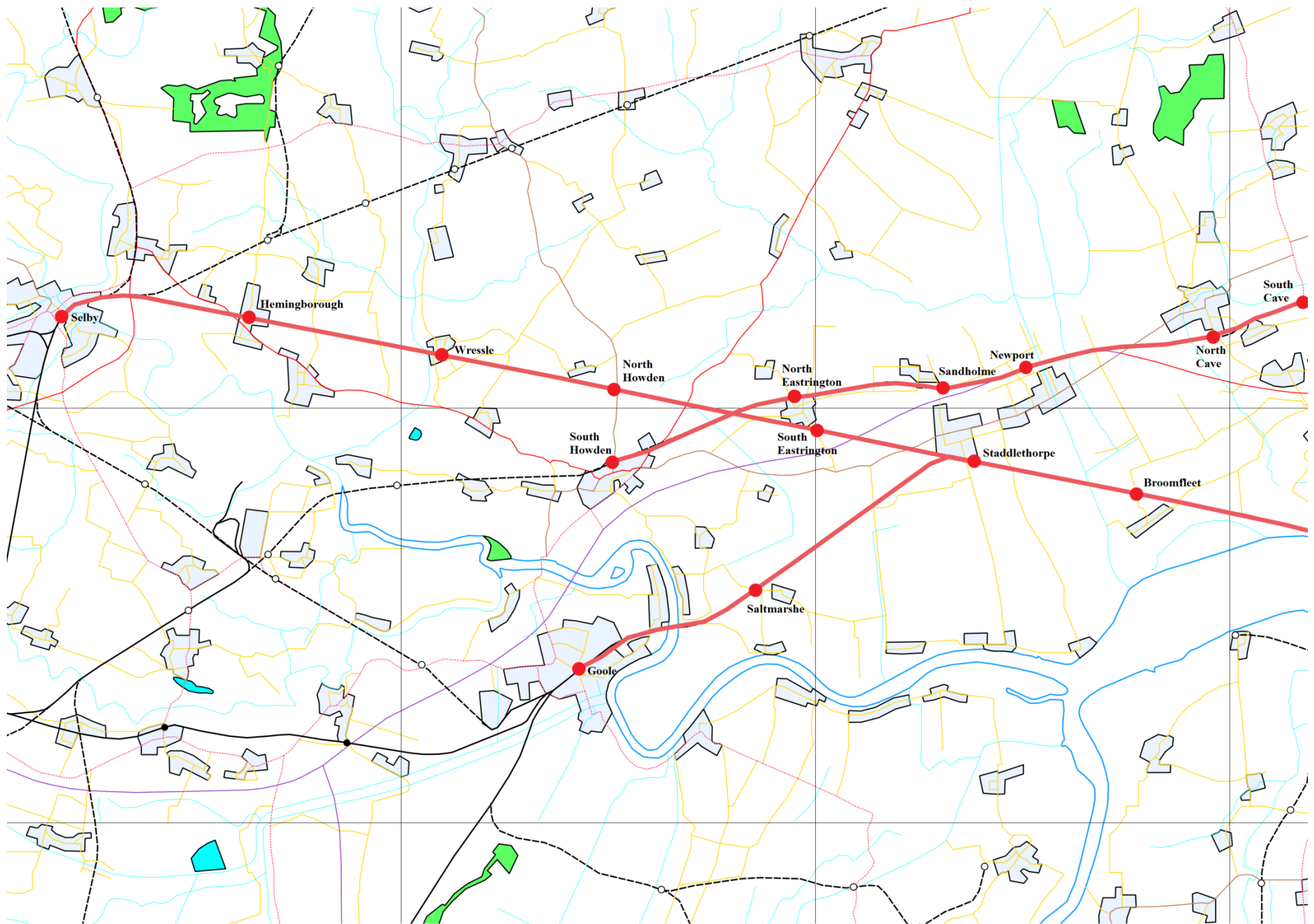
The following page gives the key to the various maps of the Humber Metro, followed by the maps themselves.

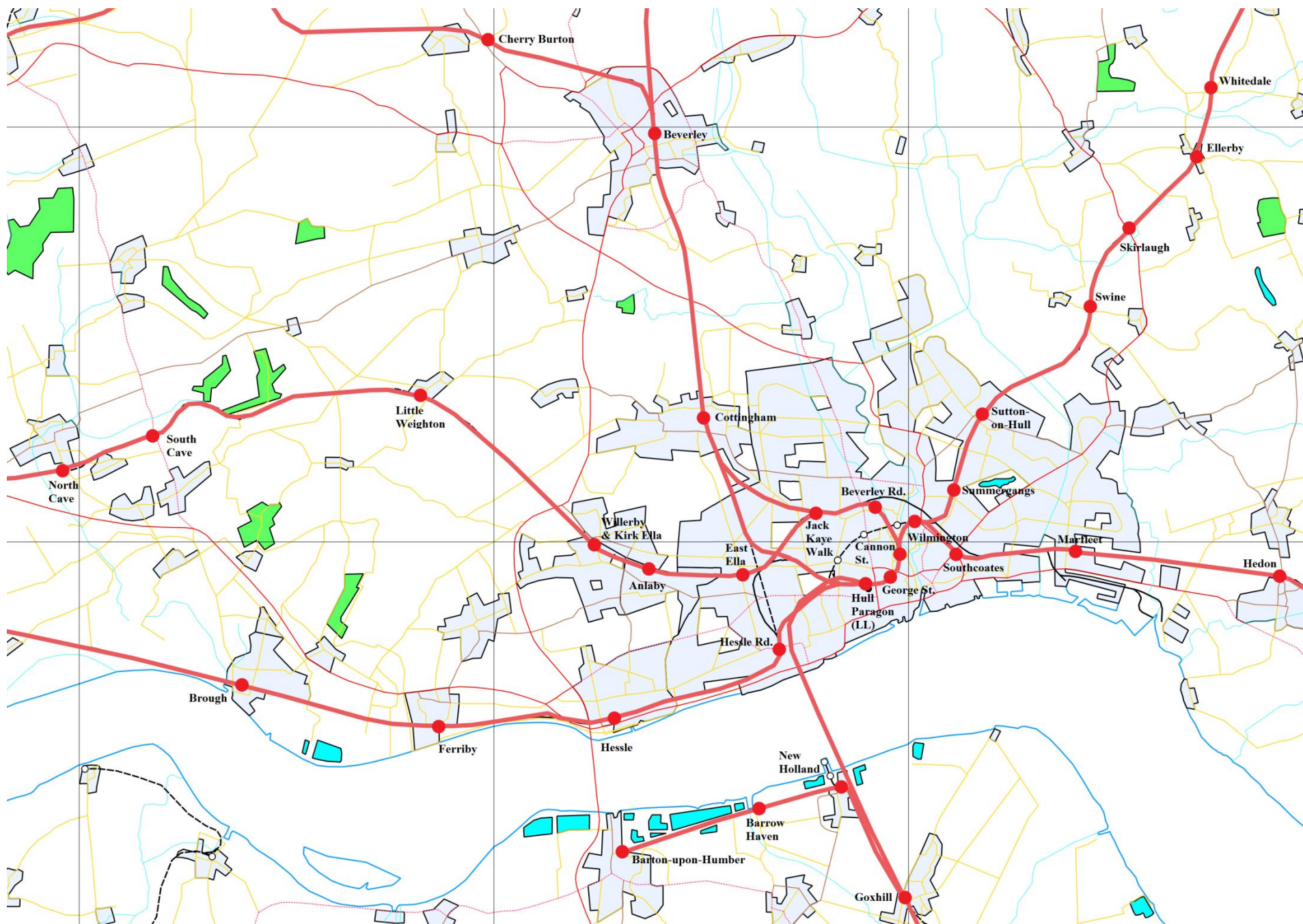
After that come the detailed service plans and timetables.

Appendix A gives the track layout of the Goxhill area.

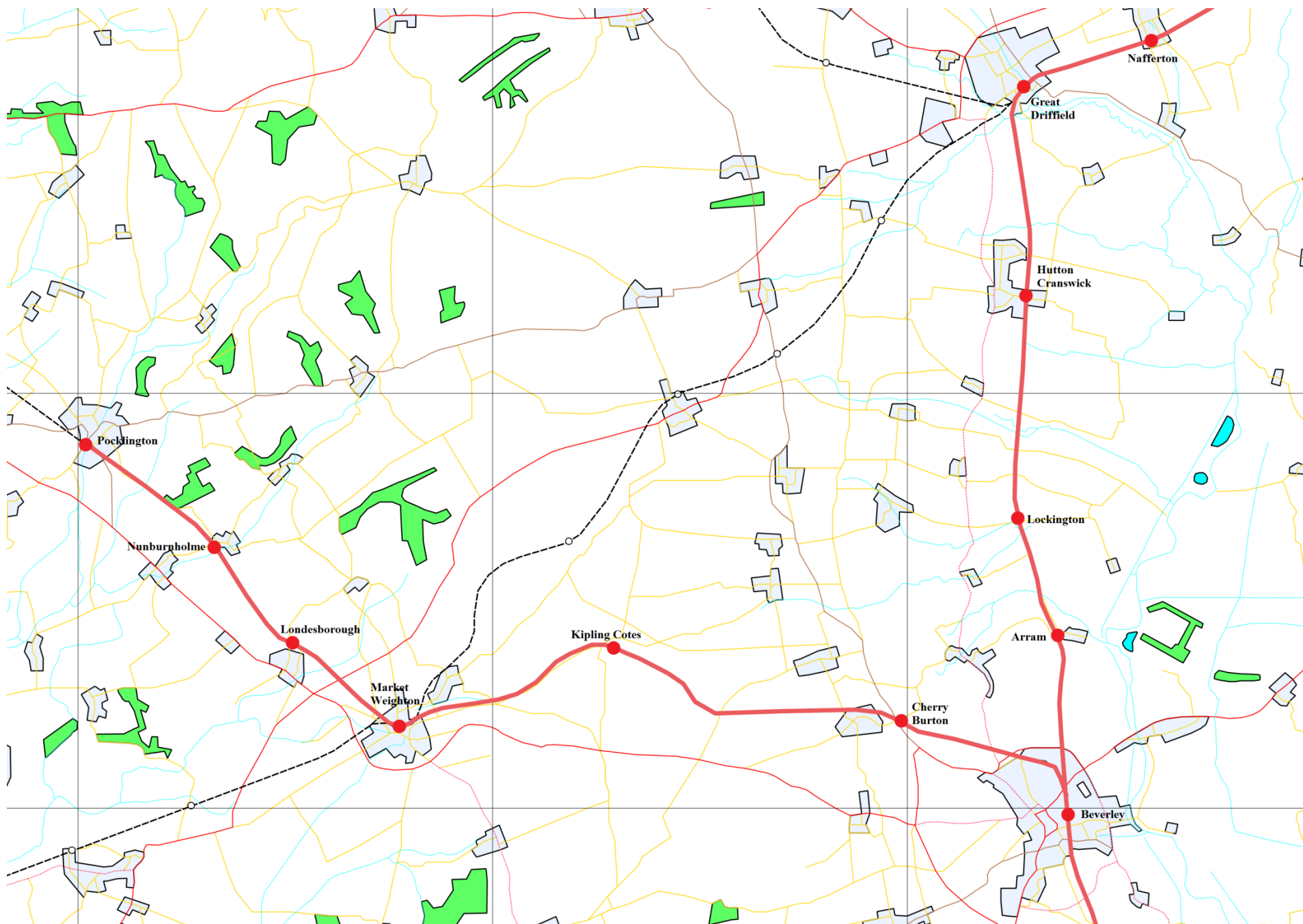


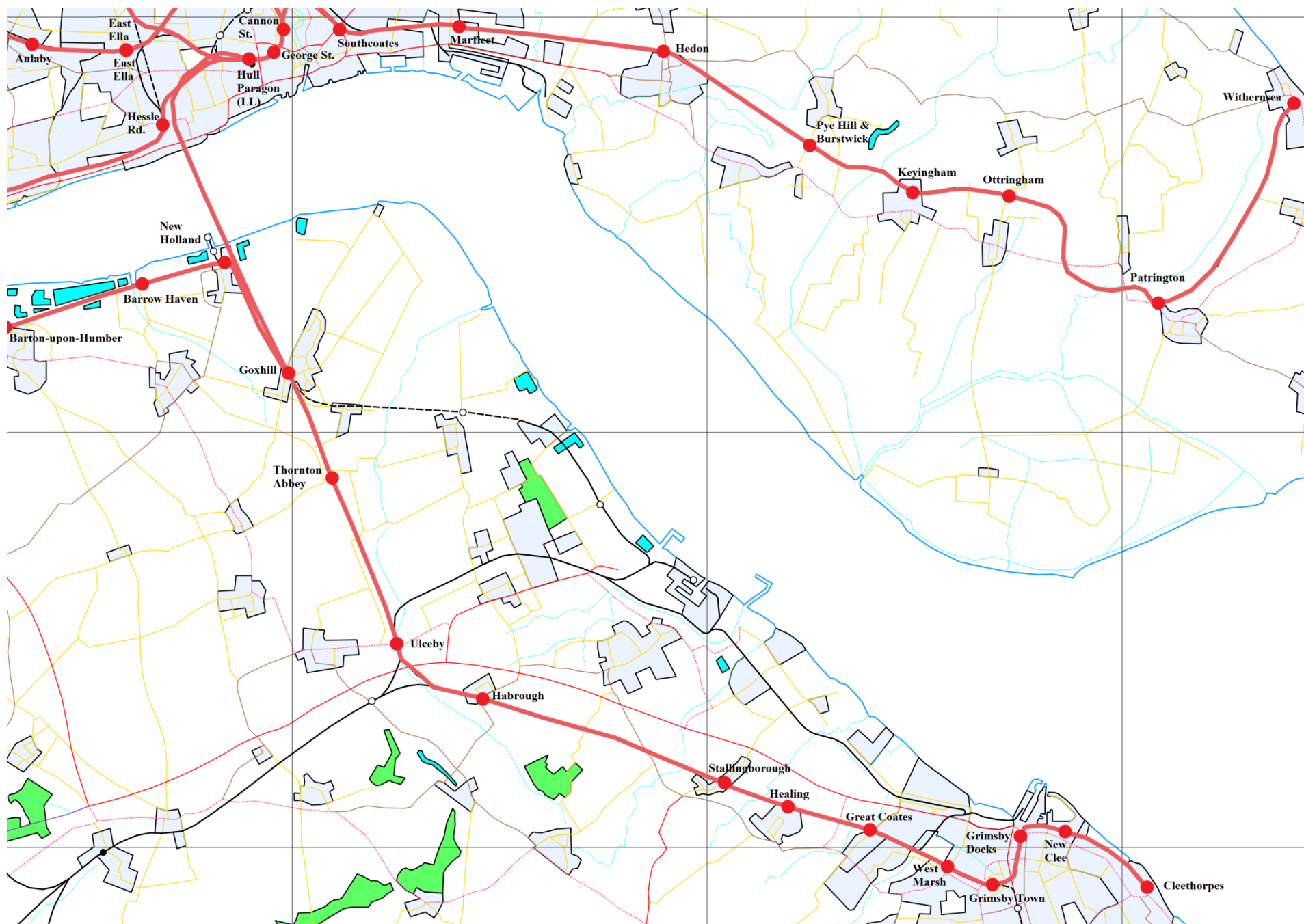




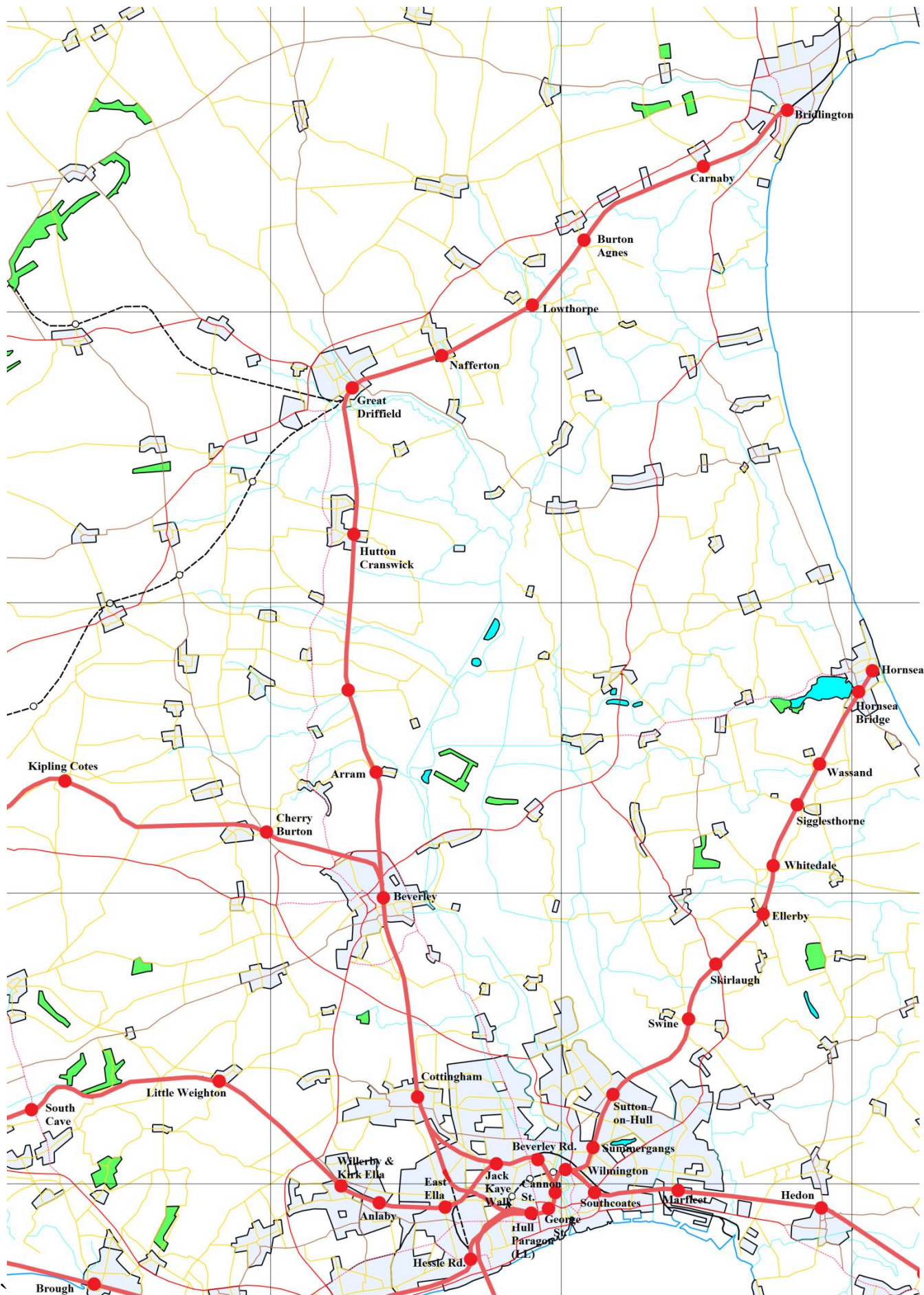














## *The Service Plans*

The metro services are listed at the beginning of the article. The following High Speed and Regional Metro services must also be accommodated:

- 2tphG [HS10] Hull Paragon – Brigg – Gainsborough Central – Lincoln – Peterborough – Ely – Cambridge – Stansted Airport – Stratford HS North – Pancras Cross [HS5 → Southampton]
- 2tphC [Northern Transpennine HS9] Hull Paragon – Selby – Micklefield – Leeds HS – Huddersfield – Manchester HS – Manchester Victoria (LL) – Bolton – Preston
- 2tphC [HS10 and Southern Transpennine HS8] Hull Paragon – Brigg – Gainsborough Central Retford (LL) – Worksop – Sheffield HS – Manchester HS – Manchester Victoria (LL) – Liverpool Lime St.
- 2tphC [HS6] Cleethorpes – Grimsby Town – Habrough – Barnetby – Market Rasen – Lincoln – Newark Northgate – Grantham – Peterborough – Ely – Cambridge – Stansted Airport – Stratford HS North – St. Pancras East
- 2tphR [Northern Transpennine] Hull Paragon – Brough – Selby – Micklefield – Leeds City – Batley – Dewsbury – Mirfield – Huddersfield – Marsden – Diggle – Stalybridge – Manchester Victoria – Salford Central – Salford Crescent – Bolton – Horwich Parkway – Chorley – Leyland – Preston – Kirkham – Poulton le Fylde – Blackpool North
- 2tphR [Southern Transpennine] Hull Paragon – Brough – Goole – Thorne North – Doncaster – Mexborough – Rotherham – Sheffield Midland – Chinley – Stockport – Manchester Piccadilly – Manchester Oxford Rd. – Salford Crescent – Bolton – Wigan Wallgate – Southport
- 2tphR Hull Paragon – Barnetby – Market Rasen – Lincoln – Collingham – Newark Castle – Nottingham
- 2tphR Hull Paragon – Beverley – Great Driffield – Bridlington – Bempton – Hunmanby – Filey – Seamer – Scarborough
- 2tphR Hull Paragon – Beverley – Market Weighton – Pocklington – Fangfoss – Stamford Bridge – Holtby – Warthill – Earswick – York
- 2tphR Cleethorpes – Grimsby Town – Habrough – Barnetby – Scunthorpe – Althorpe – Crowle – Thorne South – Hatfield & Stainforth – Kirk Sandall – Doncaster – Conisborough – Mexborough – Swinton – Rotherham – Sheffield Midland

The only significance of the HS10 and HS8 services in the present context is that they share the Humber tunnel with the metro services, but they diverge at Goxhill Junction (see appendix A), and in any case speeds will be low over that short section, so no problems are expected.

In general, the metro services connect into / out of the HS / RM services at their termini, thus at Selby, Goole, Pocklington and Bridlington. There is, however, one very important cross-platform interchange, within the metro services themselves, at Goxhill (including platform numbers – refer to appendix A which explains these particular interactions in detail):

00	Cleethorpes – Bridlington	pl. 1
	Pocklington – Cleethorpes	pl. 4
07	Cleethorpes – South Howden	pl. 1
	Barton-upon-Humber – Cleethorpes	pl. 4
	South Howden – Barton-upon-Humber	pl. 2/3

15	Cleethorpes – Pocklington	pl. 1
	Bridlington – Cleethorpes	pl. 4
23	Barton-upon-Humber – South Howden	pl. 1
	Cleethorpes – Barton-upon-Humber	pl. 2/3
	South Howden – Cleethorpes	pl. 4

– repeating at 30, 37, 45 and 53 minutes past. The ‘connections’ at 00 and 15 minutes past are of little interest, but those at 07 and 23 minutes past are critical in ensuring a 4tph service in both directions between Cleethorpes / Barton-upon-Humber and South Howden, and between Cleethorpes and Barton-upon-Humber, alternately direct and with a cross-platform connection at Goxhill.

One further cross-platform connection is at Barnetby, thus:

00R	Hull – Nottingham
R	Cleethorpes – Sheffield

– repeating at 30 minutes past.

The following times are derived from Northern (and, occasionally, East Midlands) timetables (the final column of a particular service incorporates, as necessary, new/reopened stations).

Selby	00:00	00:00	00:00	00:00				
Hemingborough				00:05				
Wressle			00:08	00:09				
North Howden			00:12	00:13				
South Eastrington			00:17	00:18				
Goole					00:00	00:00	00:00	00:00
Saltmarshe							00:05	00:05
Staddlethorpe			00:22	00:23			00:12	00:12
Broomfleet			00:27	00:28			00:16	00:16
Brough	00:17	00:19	00:33	00:34	00:13	00:15	00:22	00:22
Ferriby			00:37	00:38			00:27	00:27
Hessle			00:42	00:43			00:31	00:31
Hessle Rd.				00:49				00:37
Hull Paragon (LL)	00:32	00:35	00:56	00:55	00:30	00:32	00:42	00:43

(I consider the allowance of 14 minutes for the c.5 miles between Hessle and Hull Paragon for the Selby trains completely ridiculous, so have reduced it to 11 minutes – the same as for the Goole trains.)

As usual, times in *italic* are estimated passing times.

Cleethorpes	00:00	00:00	00:00
New Clee	00:03	00:03	00:03
Grimsby Docks	00:05	00:05	00:05
Grimsby Town	00:08	00:08	00:08
West Marsh		00:09	00:09
Great Coates	00:12	00:13	00:13
Healing	00:15	00:16	00:16
The Humber Metro v1.1			



Stallingborough	00:18		00:19	00:19	
Habrough	00:24		00:25	00:25	
Ulceby	00:28		00:29	00:29	
Thornton Abbey	00:32		00:33	00:33	
Barton-upon-Humber		00:00			00:00
Barrow Haven		00:05			00:05
New Holland		00:08			00:08
Goxhill (arr)	00:35	00:13	00:36	00:36	00:13
Goxhill (dep)		00:00	00:38	00:38	00:15
New Holland		00:05		00:43	
Barrow Haven		00:08		00:46	
Barton-upon-Humber		00:13		00:51	
Hull Paragon (LL)			00:45		00:22
Cleethorpes	00:00	00:00			00:00
Grimsby Town	00:07	00:07			00:08 (deliberately slowed to avoid the
Habrough	00:17	00:17			00:20 metro train in front)
Hull Paragon				00:00	
Ulceby				00:10	
Barnetby	00:26	00:26	00:00	00:15	
Market Rasen		00:43	00:17	00:32	
Lincoln (arr)		01:02	00:36	00:51	
Lincoln (dep)			00:40	00:55	
Collingham			00:55	01:10	
Newark Castle			01:05	01:20	
Nottingham			01:30	01:45	
Scunthorpe	00:41				
Doncaster	01:11				
Hull Paragon	00:00	00:00	00:00		
Hull Paragon (LL)				00:00	
George St.				00:02	
Cannon St.				00:04	
Beverley Rd.				00:06	
Jack Kaye Walk				00:08	
Cottingham				00:11	
Cottingham (direct)	00:06	00:07	00:06		
Beverley	00:12	00:14	00:12	00:18	
Arram		00:18		00:22	
Lockington				00:26	
Hutton Cranswick		00:25		00:30	
Great Driffield	00:24	00:31	00:24	00:36	
Nafferton		00:35		00:40	
Lowthorpe				00:44	
Burton Agnes				00:47	
Carnaby				00:51	
Bridlington (arr)	00:40	00:46	00:40	00:55	

Bridlington (dep)	00:48	00:42
Bempton	00:54	00:48
Hunmanby	01:05	00:59
Filey	01:10	01:04
Seamer	01:21	01:15
Scarborough	01:28	01:22

The following timings, while plausible, are entirely speculative.

Beverley	00:00	00:00
Cherry Burton	00:06	
Kipling Cotes	00:12	
Market Weighton	00:14	00:18
Londesborough	00:22	
Nunburneholme	00:25	
Pocklington	00:20	00:29
Fangfoss	00:27	00:36
Stamford Bridge	00:31	00:40
Holtby	00:33	00:42
Warthill	00:36	00:45
Earswick	00:42	00:51
York	00:46	00:55

Jack Kaye Walk	00:00	
East Ella	00:03	
Anlaby	00:05	
Willerby & Kirk Ella	00:07	
Little Weighton	00:13	
South Cave	00:21	
North Cave	00:24	
Newport	00:28	
Sandholme	00:30	
North Eastrington	00:33	
South Howden	00:36	

Cannon St.	00:00	00:00
Wilmington	00:01	00:01
Southcoates	00:03	
Marfleet	00:06	
Hedon	00:10	
Pye Hill & Burstwick	00:14	
Keyingham	00:17	
Ottringham	00:20	
Patrington	00:26	
Withernsea	00:30	
Summergangs	00:03	
Sutton-on-Hull	00:05	
Swine	00:09	



Skirlaugh	00:11
Ellerby	00:14
Whitedale	00:16
Siggleshorne	00:19
Wassand	00:21
Hornsea Bridge	00:24
Hornsea	00:25

On the basis of the above timings, the following timetables are built (all to the same time base).

Note the order of the services through the central core (and the abbreviations used in the tables):

1. Eastbound from Hull Paragon (LL):
 

00	CB	Cleethorpes – Bridlington
03	SW	Selby – Withernsea
07	CSH	Cleethorpes – South Howden
11	CoS	Cottingham – Sutton-on-Hull
15	CP	Cleethorpes – Pocklington
18	GH	Goole – Hornsea
22	BHSH	Barton-upon-Humber – South Howden
26	CoM	Cottingham – Marfleet
2. Westbound from Hull Paragon (LL):
 

00	BC	Bridlington – Cleethorpes
03	WS	Withernsea – Selby
07	SHC	South Howden – Cleethorpes
11	MCo	Marfleet – Cottingham
15	PC	Pocklington – Cleethorpes
18	HG	Hornsea – Goole
22	SHBH	South Howden – Barton-upon-Humber
26	SCo	Sutton-on-Hull – Cottingham
3. Abbreviation for non-metro services:
 

NH	Nottingham – Hull (note the passing time at Ulceby in table 1).
BHC	Barton-upon-Humber – Cleethorpes (this is of course a metro service but not passing through the central core).
CBH	Cleethorpes – Barton-upon-Humber (ditto)
CL	Cleethorpes – London, the HS6 CC service.
CS	Cleethorpes – Sheffield.
HS	Hull – Scarborough.
HY	Hull – York.
PH	The Northern Transpennine HS9 CC service Preston – Hull, non-stop between Selby and Hull.
SpH	The Southern Transpennine service Southport – Hull.
BNH	The Northern Transpennine service Blackpool North – Hull.

1. Cleethorpes and Barton-upon-Humber to South Howden, all services:

	CB	NH	CSH	BHC	SHB	CL	CP	CBH	BHSH	CS
Cleethorpes	00:00		00:07			00:14	00:15	00:23		00:29
New Clee	00:03		00:10				00:18	00:26		
Grimsby Docks	00:05		00:12				00:20	00:28		
Grimsby Town	00:08		00:15			00:21	00:23	00:31		00:36
West Marsh	00:09		00:16				00:24	00:32		
Great Coates	00:13		00:20				00:28	00:36		
Healing	00:16		00:23				00:31	00:39		
Stallingborough	00:19		00:26				00:34	00:42		
Habrough	00:25		00:32			00:34	00:40	00:48		00:49
Ulceby	00:29	00:35	00:36			=====	00:44	00:52		=====
Thornton Abbey	00:33		00:40				00:48	00:56		
Barton-upon-Humber				00:30					00:45	
Barrow Haven				00:35					00:50	
New Holland				00:38					00:53	
Goxhill (arr)	00:36		00:43	00:43	00:42		00:51	00:59	00:58	
(platform)	(1)		(1)	(4)	(2/3)		(1)	(2/3)	(1)	
Goxhill (dep)	00:38		00:45	00:45	00:46		00:53	01:01	01:00	
New Holland				=====	00:51			01:06		
Barrow Haven					00:54			01:09		
Barton-upon-Humber					00:59			01:14		
Hull Paragon		00:45			=====			=====		
		=====								
(Through core only)		(SW)				(CoS)	(GH)		(CoM)	
Hull Paragon (LL)	00:45	00:48	00:52			00:56	01:00	01:03	01:07	01:11
George St.	00:47	00:50	00:54			00:58	01:02	01:05	01:09	01:13
Cannon St.	00:49	00:52	00:56			01:00	01:04	01:07	01:11	01:15
Beverley Rd.	00:51	=====	00:58			=====	01:06	=====	01:13	=====
Jack Kaye Walk	00:53		01:00				01:08		01:15	
East Ella	=====		01:03				=====		01:18	
Anlaby			01:05						01:20	
Willerby & Kirk Ella			01:07						01:22	
Little Weighton			01:13						01:28	
South Cave			01:21						01:36	
North Cave			01:24						01:39	
Newport			01:28						01:43	
Sandholme			01:30						01:45	
North Eastrington			01:33						01:48	
South Howden			01:36						01:51	



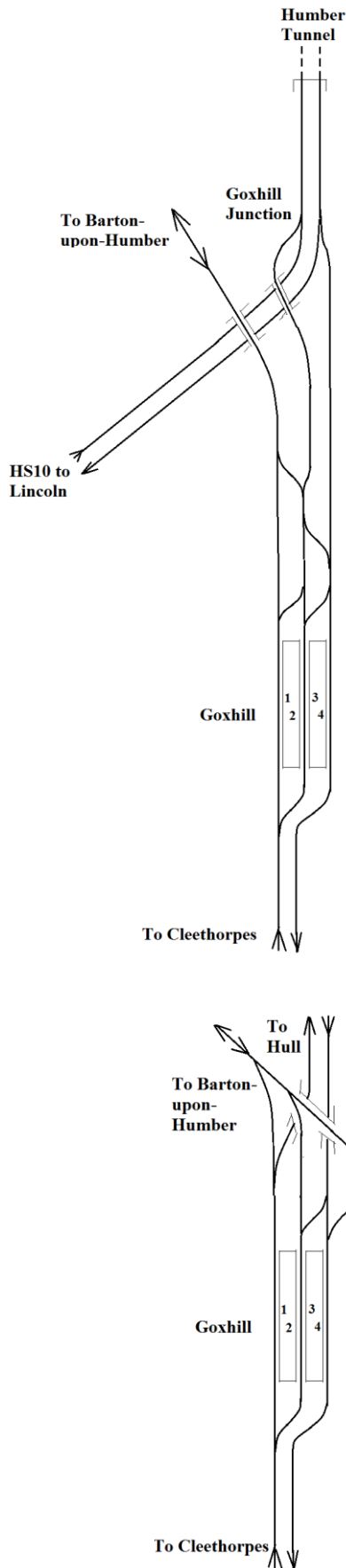
2. Hull Paragon – Scarborough and York:

	CB	HS	CP	HY
Hull Paragon		00:32		00:47
Hull Paragon (LL)	00:15		00:30	
George St.	00:17		00:32	
Cannon St.	00:19		00:34	
Beverley Rd.	00:21		00:36	
Jack Kaye Walk	00:23		00:38	
Cottingham	00:26		00:41	
Cottingham (direct)		00:38		00:53
Beverley	00:33	00:44	00:48	00:59
Arram	00:37			
Lockington	00:41			
Hutton Cranswick	00:45			
Great Driffield	00:51	00:56		
Nafferton	00:55			
Lowthorpe	00:59			
Burton Agnes	01:02			
Carnaby	01:06			
Bridlington (arr)	01:10	01:12		
Bridlington (dep)	=====	01:14		
Bempton		01:20		
Hunmanby		01:31		
Filey		01:36		
Seamer		01:47		
Scarborough		01:54		
Cherry Burton		=====	00:54	
Kipling Cotes			01:00	
Market Weighton			01:06	01:13
Londesborough			01:10	
Nunburnholme			01:13	
Pocklington			01:17	01:19
Fangfoss			=====	01:26
Stamford Bridge				01:30
Holtby				01:32
Warthill				01:35
Earswick				01:41
York				01:45

3. Selby and Goole to Withernsea and Hornsea:

	SW	PH	CoS	SpH	GH	BNH	CoM
Selby	-01:54	00:15				00:30	
Hemingborough	-01:59						
Wressle	00:03						
North Howden	00:07						
South Eastrington	00:12						
Goole				00:19	00:20		
Saltmarshe					00:25		
Staddlethorpe	00:17				00:32		
Broomfleet	00:22				00:37		
Brough	00:28	00:32		00:39	00:43	00:49	
Ferriby	00:32				00:47		
Hessle	00:36				00:51		
Hessle Rd.	00:42				00:57		
Cottingham			00:52				01:07
Hull Paragon		00:47		00:51		01:05	
Hull Paragon (LL)	00:48	=====	00:56	=====	01:03	=====	01:11
George St.	00:50		00:58		01:05		01:13
Cannon St.	00:52		01:00		01:07		01:15
Wilmington	00:53		01:01		01:08		01:16
Southcoates	00:55						01:18
Marfleet	00:58						01:21
Hedon	01:02						=====
Rye Hill & Burstwick	01:06						
Keyingham	01:09						
Ottringham	01:12						
Patrington	01:18						
Withernsea	01:22						
Summergangs	=====		01:03		01:10		
Sutton-on-Hull			01:05		01:12		
Swine			=====		01:16		
Skirlaugh					01:18		
Ellerby					01:21		
Whitedale					01:23		
Sigglesworth					01:26		
Wassand					01:28		
Hornsea Bridge					01:31		
Hornsea					01:32		

# Appendix A – Track Layout around Goxhill



The fundamental design point of the layout at Goxhill is that it provides cross-platform interchange in both directions into / out of the service **about to travel** to Barton-upon-Humber. That service, whether coming from Cleethorpes or from South Howden, must therefore occupy the central line with platforms 2/3 on each side (reversing there in the latter case). This determines the usage of the other two platforms.

Platform 1 is for the service **about to travel** to South Howden, whether coming from Cleethorpes or from Barton-upon-Humber (reversing there in the latter case). Platform 4 is for the service **about to travel** to Cleethorpes, whether coming from South Howden or from Barton-upon-Humber.

The first layout is a simple arrangement involving no grade-separated junctions (apart from with HS10, of course). There are two cases to consider:

1. The service from Cleethorpes to South Howden arrives in platform 1, the service from South Howden to Barton-upon-Humber arrives in platforms 2/3 and reverses there, and the service from Barton-upon-Humber to Cleethorpes arrives in platform 4.
2. The service from Barton-upon-Humber to South Howden arrives in platform 1 and reverses there, the service from Cleethorpes to Barton-upon-Humber arrives in platforms 2/3, and the service from South Howden to Cleethorpes arrives in platform 4.

In case 1, the South Howden – Barton-upon Humber and Barton-upon-Humber – Cleethorpes services get in each other's way on arrival at Goxhill, whereas in case 2, the Cleethorpes – Barton-upon-Humber and Barton-upon-Humber – South Howden services get in each other's way on departure from Goxhill. These conflicts could be avoided, but at the cost of losing the cross-platform connections in both directions.

The second layout preserves the cross-platform connections in both directions while also guaranteeing no conflicting movements.

But it may well be judged as not worth the effort.