



Supporting Lincolnshire Railways



Foreword

Railways play an integral part of the transport network in Lincolnshire. For passengers travelling by train, the railway is an efficient mode of transport to travel to work, for business and for days out. Without railways in Lincolnshire, up to an additional 4 million car journeys and over 2 million lorry journeys may be seen on our roads. In this respect, railways also play an integral role in reducing congestion and carbon emissions.

For many motorists, however, railways (in particular level crossings) may be perceived as a nuisance and, in key places such as Lincoln High Street and Tallington actually contributing to congestion. It for such reasons that the County Council needs a rail strategy to help structure dialogue with Network Rail to resolve these concerns.

We do indeed hope that through our discussions with the rail industry, and in particular with Network Rail, that these key level crossing issues will be resolved in the next few years as part of work to improve the 'Joint Line' between Doncaster and Peterborough.

At the same time, there are calls for improved passenger facilities and new stations across Lincolnshire, faster journey times and new freight facilities, such as the terminal in South Holland which has recently been the subject of public consultation. This County Rail Strategy will also help inform such scheme promoters where they are likely to receive political support from Lincolnshire County Council.

I am therefore very pleased to present to you this first edition of the County Rail Strategy, to review how our railways work now and how we would like them to work in the future.



Councillor W S Webb
Executive Member for Highways and Transport
April 2010



Introduction

Aims

Lincolnshire County Council is one of many stakeholders in the rail system working alongside Network Rail, Train Operating Companies, the Regional Development Agency, the Department for Transport and other stakeholders.

As a representative of Lincolnshire residents, the County Council has a unique set of priorities which the railway can help to achieve. The aim of this strategy are:

- To outline the challenges and opportunities facing the railway
- To define the type of rail intervention that the County Council will support
- To clarify the role that the County Council has in regards to railways

Vision

Lincolnshire County Council's vision for 2030 is contained within the emerging Sustainable Communities Strategy. This strategy focuses on improving the County's economy, environment and society – themes which are equally important to this rail strategy.

The core objectives in the Sustainable Communities Strategy are:

- Vibrant communities where people enjoy life
- Opportunities for good health
- One of the healthiest and most sustainable economies in Europe
- Good connections between people, services, communities and places
- Rich, diverse environments; heritage and culture that residents and visitors enjoy.

Layout

The layout of this strategy is designed to guide readers through the development of the rail strategy, outlining the background to the County Rail network with the challenges and opportunities it presents.

This document identifies the policy tools and desired outcomes the Council intend the strategy to deliver.

Background to Lincolnshire

Lincolnshire is a large, diverse county. We are the second largest ceremonial county by land area and our population of 692,800 is 15th largest, making the county one of the least-densely populated shires. Our geography is also varied covering the Fens, Coast, Wolds and Lincolnshire Countryside.

Overall population density at 117 people per km² is low (national average 354) but varies widely from 76pp/ km² in West Lindsey to 2,460pp/ km² in Lincoln. That population and area is served by nearly 9,000km of highway; but with few dual carriageways it can be difficult and time-consuming to travel around the county.

Our population has increased by 11% since 1995, one of the largest increases in the country and it is set to rise by a further 10% by 2014 (compared to only 4% across England). The population increase since 1995 has been largely due to net inward migration as the number of deaths in the county outweigh the number of births. Lincolnshire not only has an increasing population but also an aging one.

There are marked differences across the county with a definite east-west split in the proportions of younger and older residents at district level. Since 1991 there have been significant increases in the proportions of people in the 40-59 and 75+ age groups and a noticeable fall in the proportion of 25-39 year olds, which could impact on the county's economy.

Unemployment is generally low in the county but economic activity rates are also lower than both the regional and national averages, mainly because of the older population generally and the high proportion of people of working age who have retired early.

Gross Value Added (GVA) per person for Lincolnshire fell from 87% of the UK average in 1995 to 76% in 2003 and to 69% in 2006. The reasons for the decrease are two fold; firstly due to an increase in population (as people move here to retire, or use it as a base to work outside of the county) and secondly due to the industrial make-up of the county. Lincolnshire's long-standing reliance on traditional industries such as agriculture remains high. The rural and coastal economies provide seasonal employment to a transient workforce, many of whom now come from across Europe.

15% of employed people who live within Lincolnshire actually work outside of the county. This reflects the 'quality of life' offer which Lincolnshire markets as it's unique selling point.

These characteristics of Lincolnshire are reflected in many of the issues we face and the actions in this strategy.

Growth in Lincolnshire

As noted, Lincolnshire's population has increased by 11% since 1995, one of the largest increases in the country and it is set to rise by a further 10% by 2014 (compared to only 4% across England).

In the longer term, to 2030, this growth is forecast to continue. Growth point status has been awarded to Gainsborough, Grantham, Lincoln and Newark which will result in significant urban extensions with up to 40,000 additional dwelling. New business parks in southern and western Lincoln will bring new employment opportunities but also the need to manage commuting and business trips.

In Coastal Lincolnshire, up to 30,000 additional dwellings will be required by 2030, with emphasis on expanding the tourism offer and accessibility of these resorts. Improving the competitive position of the rail link to Skegness will be essential to manage the additional growth this will generate.

In Southern Lincolnshire, Spalding is transforming into an economic centre in it's own right and growth in freight traffic will be of particular concern. The quality of life offer from communities has the potential to attract top-end commuters from London if the quality of infrastructure is suitable to meet demand.

The growing role of Immingham and Grimsby as England's busiest port (in terms of total freight throughput) will lead to an increase in storage and handling requirements. This will require the infrastructure not only to manage the freight movements to and from the port through the County but also to provide access to the employments opportunities this will offer.

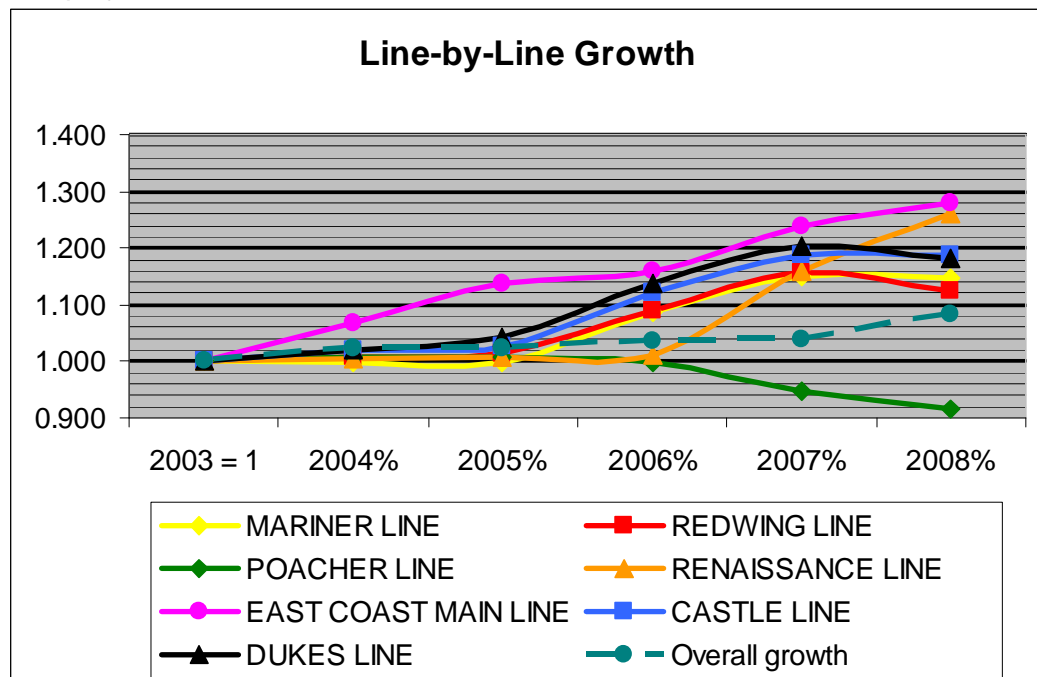
Lincolnshire's Rail Network

Lincolnshire's Passenger Rail Network

The county rail network (shown on Page 2) varies substantially in character, from serving key commuter and inter-city markets in the west of the county to providing public transport connections for relatively isolated communities in the centre and east of the county, together with tourist traffic to the Lincolnshire coast and the city of Lincoln. The majority of passenger services are provided by East Midlands Trains, although East Coast Railway, First Hull Trains, Northern Rail and Cross Country also provide rail services within Lincolnshire.

Over the past five years, passenger numbers in Lincolnshire have grown by 9%, and stand at approximately 4,000,000 journeys per annum, although this growth varies by line, as the chart below shows. This figure is suppressed somewhat following prolonged periods during summer months in 2007 and 2008, when all services through Lincoln Central were suspended for major engineering works.

Given the largely rural nature of Lincolnshire, this growth is particularly strong. However, these figures do disguise a slight decline in passenger numbers at certain stations, most notably at Boston, Wainfleet and Skegness. Conversely, at certain commuter stations such as Gainsborough and Ruskington, growth has been particularly high. The growth in rail patronage is forecast to continue despite the current economic climate, and is projected to be between five and six million over the next decade.



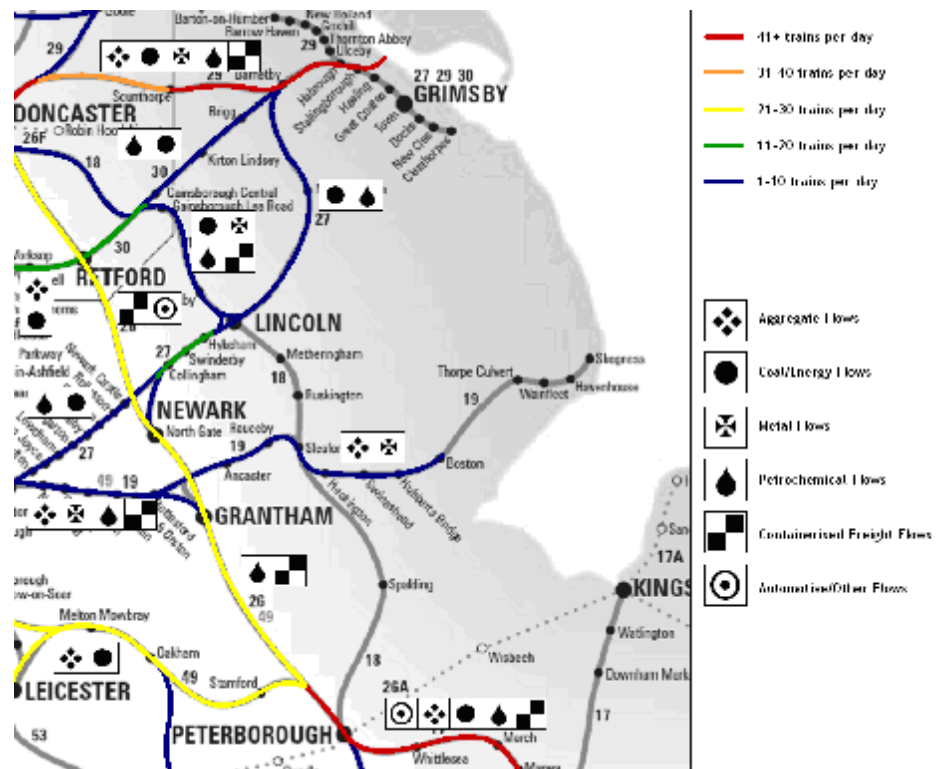
Lincolnshire's Rail Network

Lincolnshire's Freight Rail Network

Although close to 100 freight trains per day pass through Lincolnshire, less than 1-2 trains per day actually originate from, or are destined for points in Lincolnshire. These trains travel from Boston Docks or to a metal recycling facility in Lincoln.

There are additional general freight facilities in Grantham; for concrete near Tallington and for oil and chemical freight in Gainsborough and at Welton (near Lincoln), although services to these facilities have been discontinued after a long period of decline. Figure 5 shows the pattern of freight services across the county.

There are proposals to significantly increase the levels of rail freight travelling to and from Felixstowe (up to fifteen additional services per day). In Lincolnshire this would impact on the number of trains travelling via Stamford. This proposal would also introduce regular freight services between Doncaster and Peterborough via Spalding, to alleviate congestion on the East Coast Main Line.



National and Regional Strategies

In developing the Lincolnshire rail strategy, the County Council has considered the national and regional policies for improving accessibility and connectivity. The key strategy and policy statements which have been considered are outlined on this page.

National Transport Objectives (Delivering a Sustainable Transport Strategy)

- Tackling climate change by reducing transport emissions
- Supporting economic growth and competitiveness
- Contributing to better safety, security and health
- Promoting equality of opportunity for all members of society
- Improve quality of life for transport users and non-users

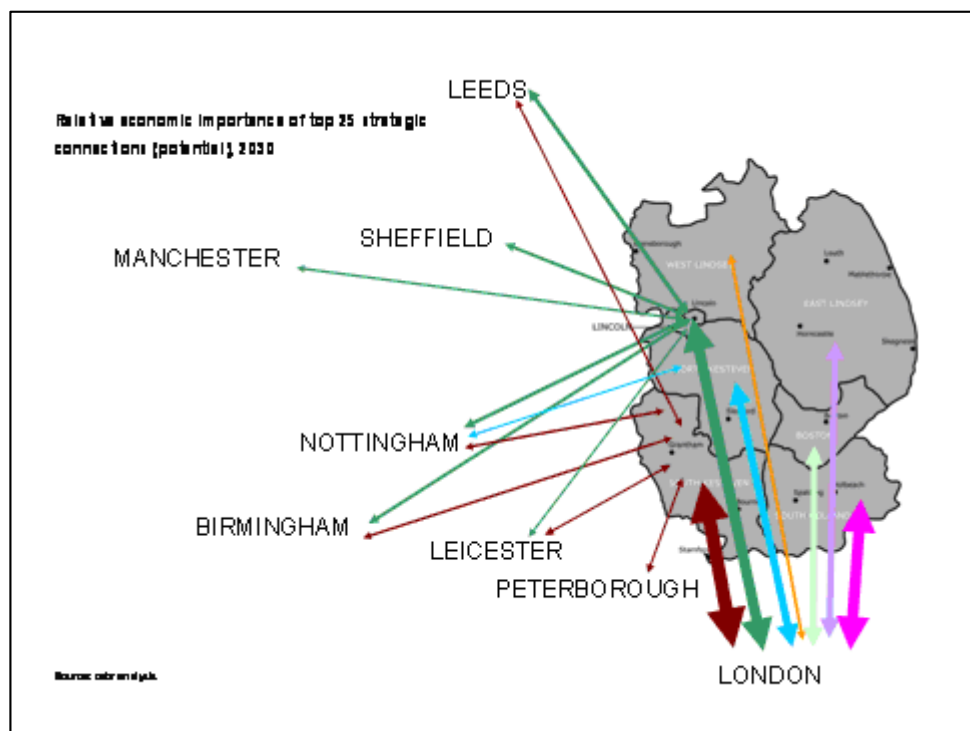
East Midlands Regional Objectives (East Midlands Regional Plan)

1. To support sustainable development in the Region's Principal Urban Areas, Growth Towns and Sub-Regional Centres.
2. To promote accessibility and overcome peripherality in the Region's rural areas.
3. To support the Region's regeneration priorities
4. To promote improvements to inter-regional and international linkages that will support sustainable development within the Region.
5. To improve safety across the Region and reduce congestion, particularly within the Region's Principal Urban Areas and on major inter-urban corridors.
6. To reduce traffic growth across the Region.
7. To improve air quality and reduce carbon emissions from transport by reducing the need to travel and promoting modal shift away from the private car, (particularly towards walking, cycling and public transport and away from other road based transport) and encouraging and supporting innovative transport technologies.

**COUNTY RAIL
POLICY &
STRATEGY**

The Policy

To improve rail services further for both passengers and freight throughout Lincolnshire to support our local economy, including tourism.



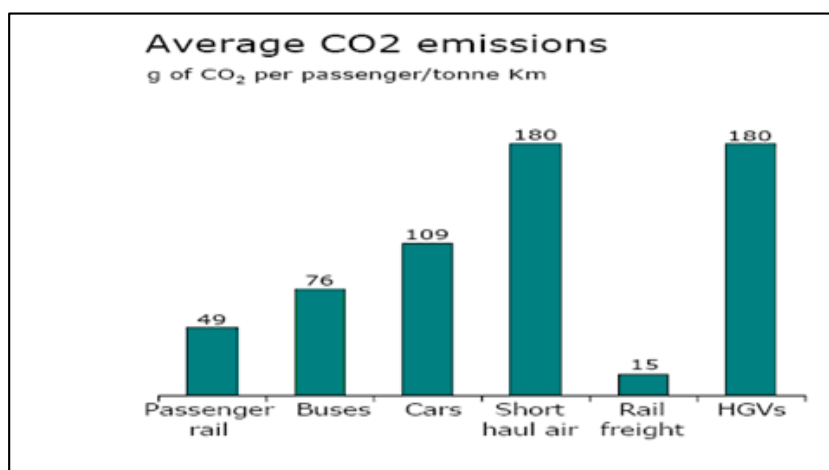
Economically important key flows to/from Lincolnshire districts

Strengths of Rail

The rail network is very efficient for moving large numbers of people, at a low unit cost and very low rate of emissions. In terms of city-centre to city-centre movement, rail also offers much better journey times compare to car transport. The tables below compare whole costs for a journey from Lincoln to Nottingham.

Lincoln – Nottingham journey comparisons				
Mode	Journey Time	Miles	Financial Cost	Carbon Emissions
Rail	45 mins	67	£9.20	7.8 kg/CO ₂
Bus	150 mins	78	£11.30	6.3 kg/CO ₂
Car	55 mins	76.5	£34.80*	13.4 kg/CO ₂

In terms of overall carbon emissions, rail transport contributes 1% of the UK's total carbon emissions, compared to 24% for road transport. This is most pronounced in the movement of freight, as the table below shows.

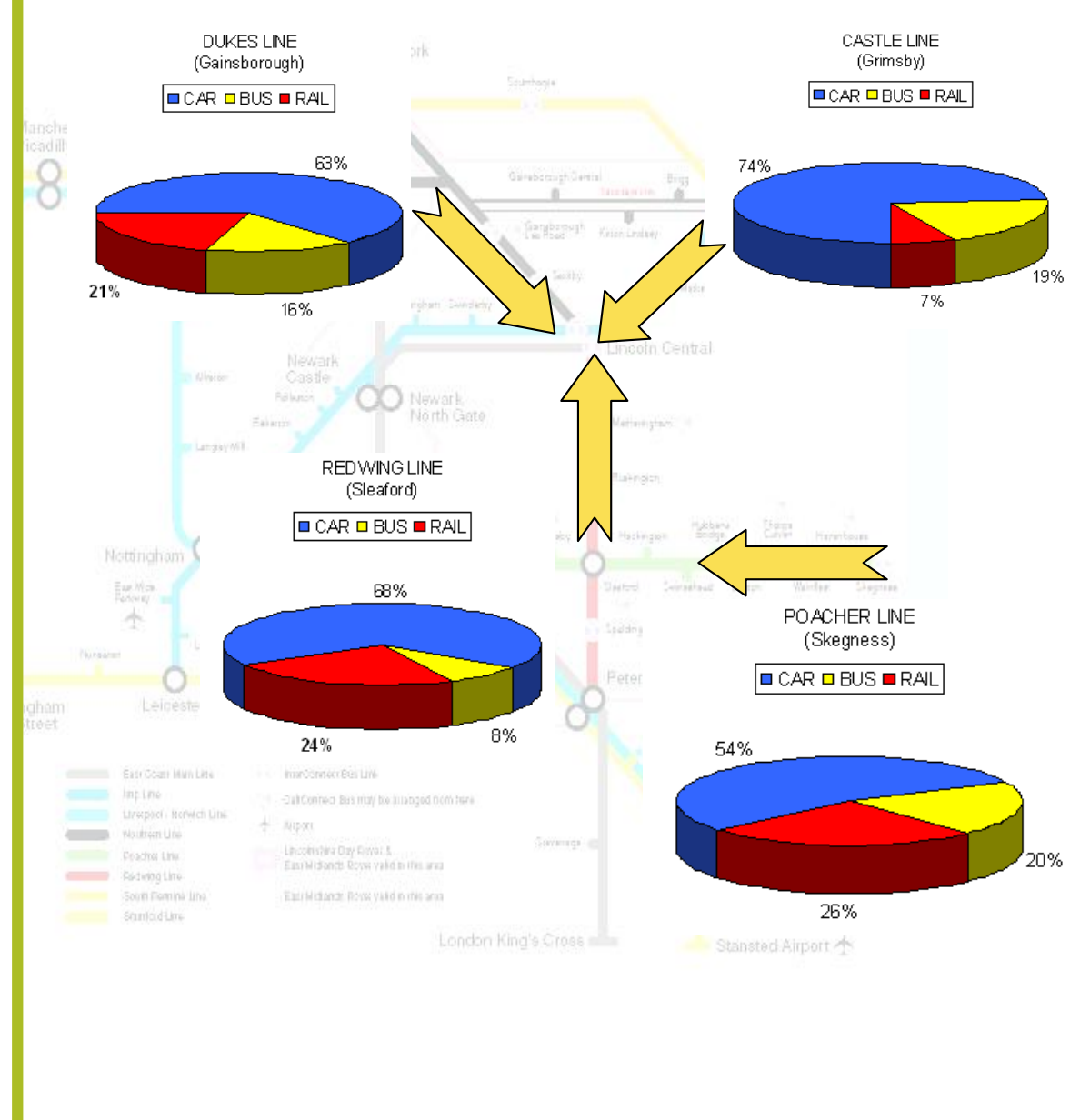


Lincolnshire is working to reduce it's carbon emissions by 20% as part of the Local Area Agreement, and reducing traffic congestion by encouraging a shift to rail can considerably help to drive this reduction.

* - Based upon standard business rate of 40p per mile, plus Nottingham parking charges.

Strengths of Rail

Nationally, the modal share of rail is relatively small, at 7% of all trips. However, this picture significantly suppresses the important role rail plays in reducing congestion. In the corridors which are directly served by rail, the modal share is much more significant, as the charts below show.



Challenges and opportunities

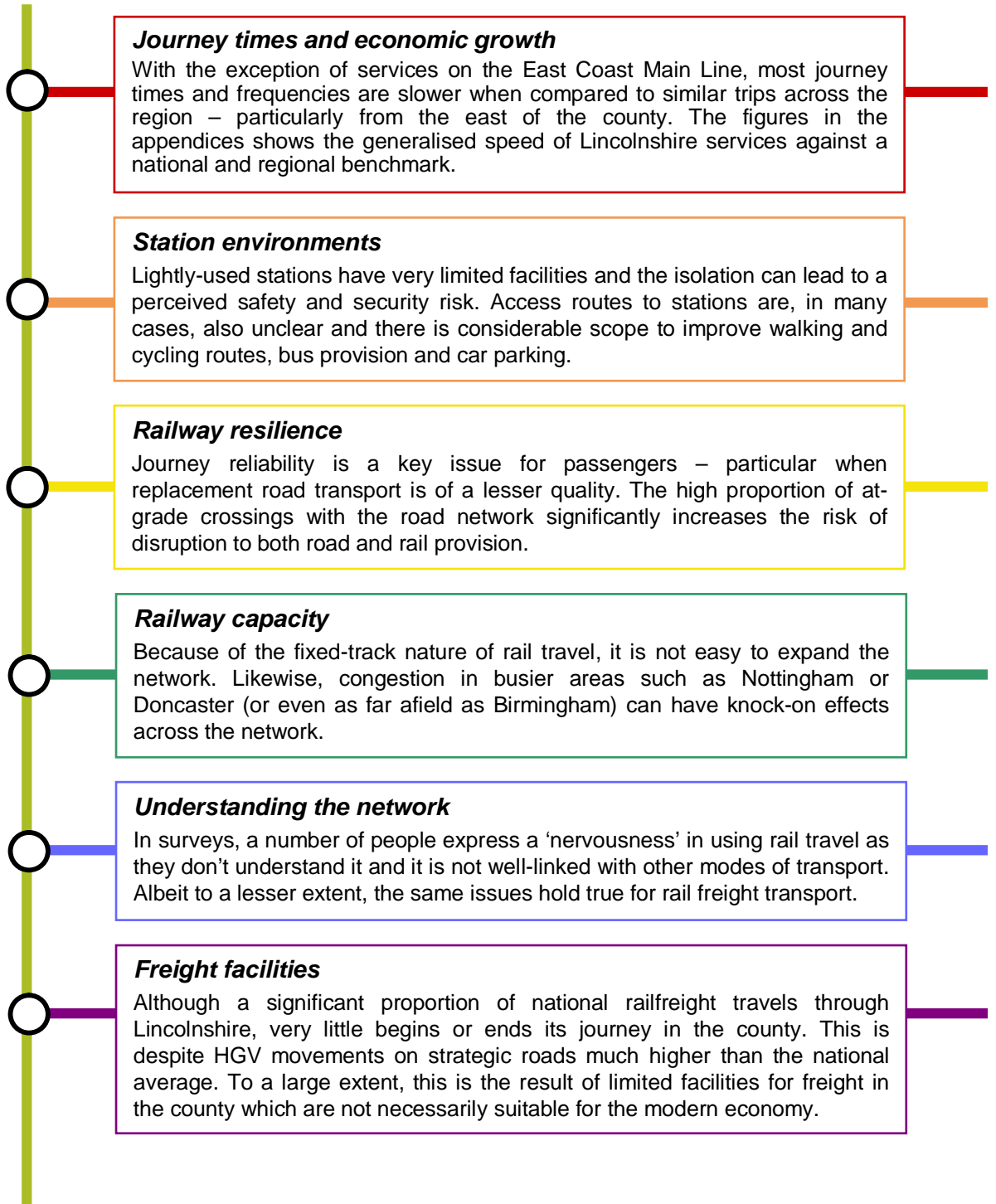
Although the railway network is very efficient at moving large numbers of people or freight, it does have limitations. A significant limitation is the large amount of capital investment that any improvements require. This is the reason that many railway schemes are delivered in partnership between a number of stakeholders. In addition, schemes in the railway industry are measured in terms of pounds and pence. However, our own research shows that the 'unaccounted' benefits such as access to jobs, economic stimulus can be significant – research which is corroborated by bodies such as the Northern Way.

Each challenge, of course has the potential to be an opportunity and these are also examined to help structure the strategy and policy for Lincolnshire railways.

The challenges and opportunities which are pertinent to Lincolnshire are summarised on the following page. These can be followed through the remainder of this document by the colour of the line upon which the challenge sits.

More detailed discussion on these can be found in the appendices to the strategy.

Challenges facing the network



Opportunities from the network

Journey times and economic growth

As routine maintenance is required, line-speeds and capacity can be improved to allow the mass-movement of people and goods in an environmentally sustainable way. An electrified network allows even greater environmental and operational efficiencies to improve journey times and economic growth.

Station environments

A number of 'commuting' stations in the county have the potential to act as park-and-ride sites for larger conurbations. The station adoption scheme allows local groups to care for their station and act as the railway's 'eyes and ears' on the ground. National 'access for all' funding can be captured to improve station accessibility and facilities.

Railway resilience

By adopting principles of InterConnect on the rail network, replacement transport can be delivered to the same standards. Level Crossing rationalisation can deliver improved reliability for road and rail networks. A national level crossing awareness campaign is also underway.

Railway capacity

Funding for capacity improvements, particular those linked to economic growth (above) can be sought when a strong business case has been developed. Integrating transport can also optimise the overall capacity on individual corridors.

Understanding the network

Integrating transport modes helps to make the network clearer as well as reducing the peripherality of some communities. Making information more accessible also encourages a greater level of confidence for passengers.

Freight facilities

National freight facilities grants are available to make the set-up costs for rail freight more affordable to organisations. Larger organisations are also looking more actively to rail freight as a means to improve 'green' credentials as well as to reduce long-term operating costs.

Strategy and targets

The strategy actions defined on the following page are aimed to deliver the policy on Lincolnshire railways together with regional objectives and the Local Transport Plan. The strategy aims to maximise the opportunities which have been listed (and also minimise the challenges).

Each of the key actions listed on the next page will have a set of more detailed activities attached to it. Whilst the scope of these activities is outlined in more detail in the appendices, it is not the intention of this document to deliver a comprehensive list of schemes the County Council will support over the short and medium term. However, examples of short-term (to 2013) and medium term (to 2021) targets have been included following the strategy statements.

It is also important to note that very few aspects of the strategy can be delivered in isolation. The County Council does not hold any statutory powers over the railway network, and as such must work in partnership with the rail industry to deliver improvements which are of benefit to Lincolnshire.

In delivering value for money, the County Council is also adopting an evidence-based approach to public transport, and will only support rail schemes with a robust business case.

Key themes

Journey times and economic growth

Lincolnshire County Council will seek to enhance connectivity for key economic flows to, from and within Lincolnshire. It will seek a direct link between Lincoln and London, and will help build the business case for improvements between other key centres. The Council will support Network Rail's development in electrifying appropriate links of the network.

Station environments

The County Council will assess the accessibility and facility of each station and develop a standard for stations in Lincolnshire. The County will help deliver this through working with community groups such as station adoption volunteers.

Railway resilience

The County Council will seek to expand the InterConnect brand onto the rail network.

We will work with train operators to ensure robust reliability and punctuality targets are met for train services across Lincolnshire.

Railway capacity

The County Council will work with rail operators to provide appropriate capacity to meet the county's needs – particularly on summer trains to Skegness. This will be delivered in part through the Community Rail Partnership (see page 19)

Understanding the network

The County Council will work to improve links between rail and bus transport – particularly through the CallConnect demand responsive network. We will also ensure vehicle and pedestrian routes are safe and clearly signed.

Freight facilities

The County Council will work with Districts and local organisations to identify suitable sites for improved local freight facilities. We will commission work to understand the freight flows arriving and departing Lincolnshire as well as any potential employment benefits these can offer.

Short term targets (to 2012)

Journey times and economic growth

The County Council will undertake detailed analysis of the County economy and the key economic links for the County. We will then identify where rail is, or has the potential to deliver these key links.

Station environments

The County will complete audits of each station in the County, to understand the current level and condition of accessibility and of facilities. We will engage with local partnerships to reduce the levels and perceptions of railway related crime and work to improve access, especially by walking and cycling.

Railway resilience

We will deliver InterConnect on at least one rail corridor in Lincolnshire. We will work in partnership with Network Rail to develop national initiatives with regard to level crossings.

Railway capacity

We will co-ordinate with rail operators to ensure that community needs are considered in timetable setting, and that rolling stock is optimised for the best performance in Lincolnshire. We will promote 'rail-banking' in that former rail lines are protected for future transport uses.

Understanding the network

We will deliver new information at railway stations in a clear format in partnership with East Midlands Trains, together with publication of a rail user guide for County residents and visitors.

Freight facilities

We will provide input into work being led by South Holland District Council into provision of freight facilities in that district.

We will support Network Rail improvements to rail freight on the South Humber Bank, and will liaise with relevant organisations to maximise employment benefits for Lincolnshire residents.

Medium term targets (to 2021)

Journey times and economic growth

The County Council will work in partnership with Nottinghamshire CC to deliver improved line speeds between Lincoln and Nottingham, and will campaign for improvements (including early morning, evening and Sunday services) on other economically strategic corridors.

Station environments

The County will undertake improvements at and around stations in partnership with franchised operators and utilising available grant funding for such improvements.

We will deliver larger-scale improvements at key stations including Skegness.

Railway resilience

With Network Rail, we will deliver an improved incident record at level crossings.

With Network Rail, we will ensure that engineering works result in minimal detriment to passengers or freight.

Railway capacity

We will work with Network Rail to deliver major enhancements on the 'Joint Line' for passengers and for freight, and to deliver greater capacity for freight on the Stamford Line.

We will fully support partners in geographically remote projects of benefit to Lincolnshire, such as the Nottingham resignalling project.

Understanding the network

We will roll out InterConnect standards, with CallConnect interchanges at stations, including improved park & ride facilities and clear signage at, and to stations. We will tie-in appropriate bus and cycle routes to stations.

Freight facilities

We will adopt a partnership approach increase awareness of the rail 'offer' to county organisations.

We will continue to work with South Holland District Council in delivering their rail-freight aspirations.

Community Rail

The Poacher Line Community Rail Partnership *Skegness-Boston-Grantham-Nottingham*

The Poacher Line was one of the Department for Transport's seven pilot Community Rail projects set up in 2004, and is designated as a Community Rail Service. Since the launch of these pilots Community Rail has grown to 26 designated lines and services. The Community Rail Development Strategy sets out four objectives:

- Increasing ridership, freight use and revenue
- Managing down costs
- Greater involvement of the local community
- Enabling local rail to play a larger role in economic and social regeneration

Partners of the Poacher Line include East Midlands Trains, Network Rail, Department for Transport, Association of Community Rail Partnerships, County and District Councils who all contribute towards the activities and aspirations of the project.

The Community Rail Partnership has helped to raise the profile of the Poacher Line and support major improvements through community projects, bespoke information and pushing for track renewals to improve performance of the line.

Although the Poacher Line has not reached the desired level of growth during this period a recent study into demand trends has not identified key reasons for this although it has highlighted a more prominent trend in certain markets, such as commuting into Boston. Moving forward the County Council remains committed to the ethos of Community Rail and is working to revitalise activities through:

- A wider range of events promotion on the line
- Negotiating offers for travelling by train
- Through ticketing with the CallConnect flexible bus network
- Improved visibility of discounted train tickets
- Guided walks and walk leaflets
- Promotion of attractions along the line by providing guides such as a Cultural Trail, Real Ale Trail
- Improving on-station information at busier points with live running details
- Improved liaison with local councils, schools, station adoption groups and parishes to make the line work for the communities it serves.

Appendix A

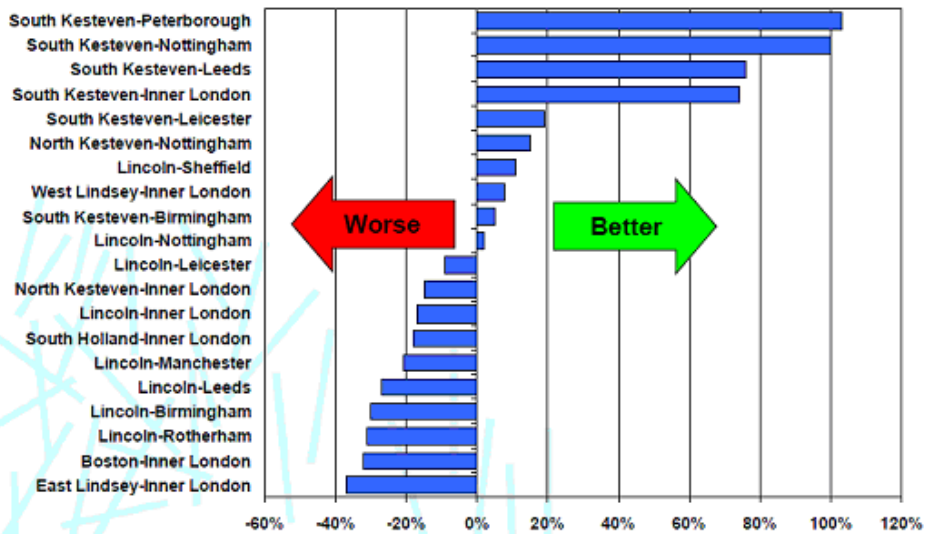


This Appendix takes a more detailed look at the key themes outlined in this strategy, together with identifying key actions which the Council may take to achieve the strategy objectives.

Journey Times and Economic Growth

As the chart below shows, most economically important journeys to and from Lincolnshire have poor journey times when compared to nationally similar trips.

How the most important strategic connections for Lincolnshire (2030) measure up against benchmark rail generalised speeds



Source: oetr analysis

© centre for economics and business research ltd, 2008

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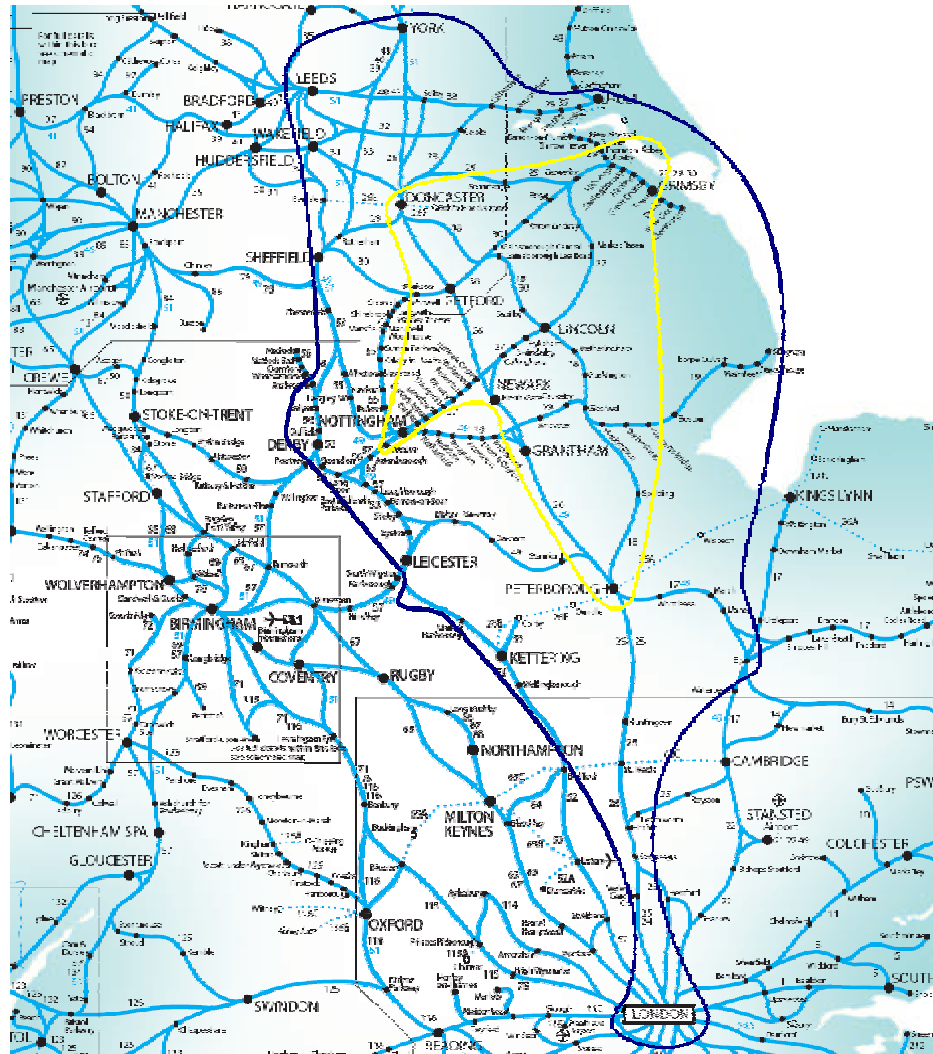
Research undertaken by regional agencies across the North of England has shown that most organisations are only prepared to travel up to 2 hours for business trips. As the graphic shows on the next page, the range of destinations accessible from Lincoln are limited, which may impede the range of organisations choosing to locate within the county.

A similar journey time has also been identified to be the limit of attractiveness for 'day-trips' within the tourism economy.

However, by improving the connectivity between the county and key economic centres there is scope to capitalise upon agglomeration effects for key industries, particular in the financial and service sectors.

Work is currently ongoing within Network Rail to improve journey times between Lincoln and Doncaster, and between Lincoln and Peterborough which should provide considerable journey-time savings both north- and south-bound. In addition, the County Council, in partnership with Nottinghamshire County Council have been successful in securing regional funding for journey time improvements on the east-west axis.

Journey time Isochrones from Lincoln



Lincoln



Within 1 hour of Lincoln



Within 2 hours of Lincoln

Station Environments

As a predominantly rural community, most Lincolnshire stations are relatively lightly used. From a commercial rail operator's point of view this gives little commercial motivation to provide many facilities at stations. Coupled with the feelings of isolation that a lightly used station can create the perception of insecurity for rail users.

Access routes to many stations are also not clear – pedestrian and cycle routes may not feel safe or secure, bus connections may be limited and car parking of low quality.

Even for longer-distance trips this can often give rise to rail passengers travelling long distances to join rail services from larger stations. However, if improvements were delivered at local stations this would go a considerable way to promoting modal shift.

To help better understand the issues at Lincolnshire rail stations, we will undertake a detailed audit of the condition of our stations, as well as the primary access routes to stations across all modes. We will use this information to work in a partnership approach and prioritise the case for improvements, utilising nationally available funding streams where practicable.

We will also develop and adopt a 'County standard' for our rail stations, based on the nature of each station as identified below:

[Letters shown in brackets indicate the national classification of stations]

Primary Interchange	Market Town	Commuter Station	Rural Interchange	Local Facility
Grantham [C] Lincoln [C] Sleaford [E] Skegness [E]	Boston [E] Gainsborough (Lea Road) [F1] Market Rasen [F1] Spalding [E] Stamford [E]	Hykeham [F2] Metheringham [F2] Ruskington [F2] Saxilby [F1]	Ancaster [F2] Heckington [F2] Wainfleet [F1]	Gainsborough (Central) [F2] Havenhouse [F2] Hubberts Bridge [F2] Rauceby [F2] Swinderby [F2] Swineshead [F2] Thorpe Culvert [F2]

Case Study: Hykeham Station

Hykeham Station 'punches below its weight'. At the average Lincolnshire station, there are the equivalent of 15 rail journeys made for every local resident. At Hykeham station, this ratio is ten times less!

A number of possible factors could contribute to this, including a location in an industrial area, limited facilities and limited trains calling.

With major new developments proposed in the area, including Teal Park and Lincoln Castings, Lincolnshire County Council, North Hykeham Town Council and East Midlands Trains have delivered a package of measures to improve facilities and access routes to make the station more attractive.

The £70K package of works include a new shelter and seating for waiting passengers, help points to obtain live train information or call for assistance, CCTV, improved local area information and cycle storage.

These measures were the key issues highlighted by passengers in a user survey undertaken on behalf of the County Council in spring 2008. Future measures, including improved car parking, are dependant upon developer contributions from new developments in the vicinity.

Unofficial passenger counts have already demonstrated an increase in patronage through Hykeham Station, although it will be some time before the official figures are released.

Railway Resilience

In passenger surveys, journey reliability consistently comes out as one of the key issues for train passengers.

The current rail service across Lincolnshire means a few trains are very intensively run across the rail network. This does mean that an incident can have knock-on effects across the Lincolnshire rail network. For example, the failure of one train unit can lead to cancellation of several services out of Lincoln on routes to Peterborough, Grimsby and Doncaster. Problems in Sheffield or in Nottingham can also have considerable residual delays on services to and from Lincolnshire. The lack of spare rolling stock at the national level means there is no easy solution to this issue.

During extended engineering works, such as Lincoln blockade during the summers of 2007 and 2008, services are often provided by rail replacement buses. These services are generally provided by coaches with limited capacity for luggage and few have provision for mobility-impaired passengers.

Lincolnshire County Council acts as a lead authority on a national taskforce working to reduce the impact of level crossings – both from a road and a rail perspective. Through this activity it is anticipated that a number of level crossings in the county could be improved or removed through ‘rationalisation’. It is important to ensure that any savings made by the rail industry through this programme are re-invested into Lincolnshire’s railways.

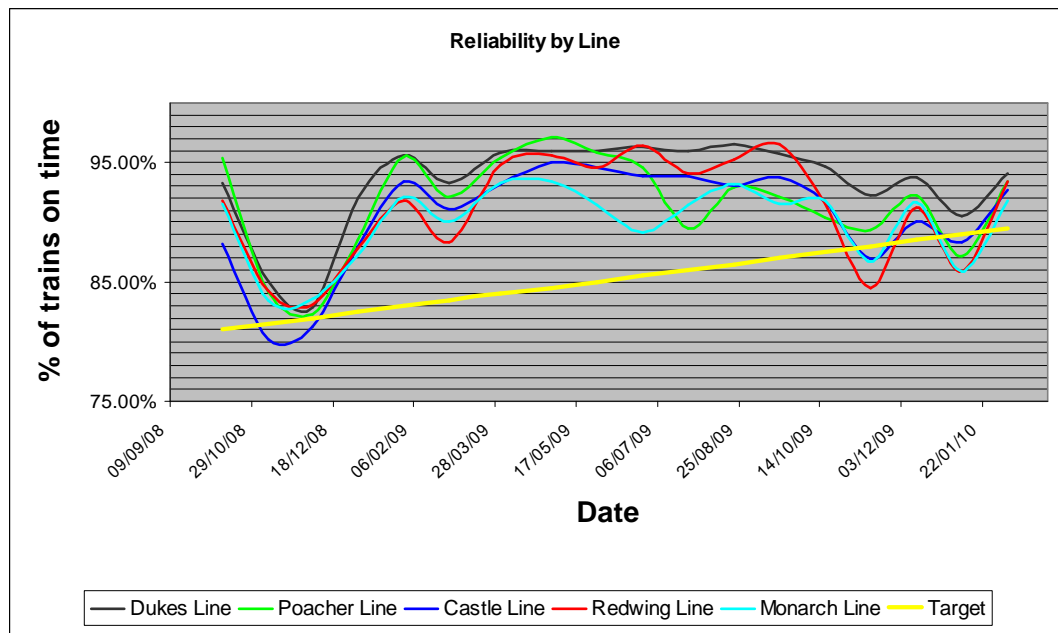
We are also working to roll-out the *InterConnect* standards to the rail network, which will also help to ensure that where rail replacement transport is required that it will conform to these standards of accessibility. However, we believe it is important to provide rail transport via alternative routes wherever possible, and we will negotiate with ATOC and rail operators to provide this where we can.

Railway Resilience

Despite common perceptions, most trains in Lincolnshire run reliably and on time. The poorest performing line is the 'Monarch Line', running from Liverpool to Norwich. The long distance nature of these trains gives a much greater opportunity to incur problems on the network, so this level of performance is not surprising although remains above the target for the most part.

The prominent 'dips' in the reliability and punctuality chart below generally relate to extreme weather conditions, including:

- Early snows in November 2008
- Heavy rains, compounding the leaf-fall problems in October 2009
- Heavy snows in January 2010



Railway Capacity

In general terms within the county, on-train passenger capacity is not a major issue, although with a number of key exceptions:

- Summer services to Skegness
- Peak-hour services to/from Lincoln, Nottingham and Sheffield
- Peak-hour services between Grantham and London
- Monarch Line services
- Renaissance Line services

Although the County Council is working in partnership with rail operators to increase capacity on these services, there is little available rolling stock to relieve the pressure. It is therefore necessary to investigate more innovative measures to help manage the demand-capacity ratio. Such measures may include:

- Providing additional road-based transport to relieve key journeys.
- Improved ticketing offers to promote off-peak travel
- Travel planning measures with local organisations, including schools, to help spread peak hour loadings.

Capacity also presents an issue on the track, as key pinch-points prevent improvements to the frequency of trains, or to the pattern of operation. Although Network Rail have recently delivered major improvements to the operation of Lincoln station, key pinch points still exist outside the county at:

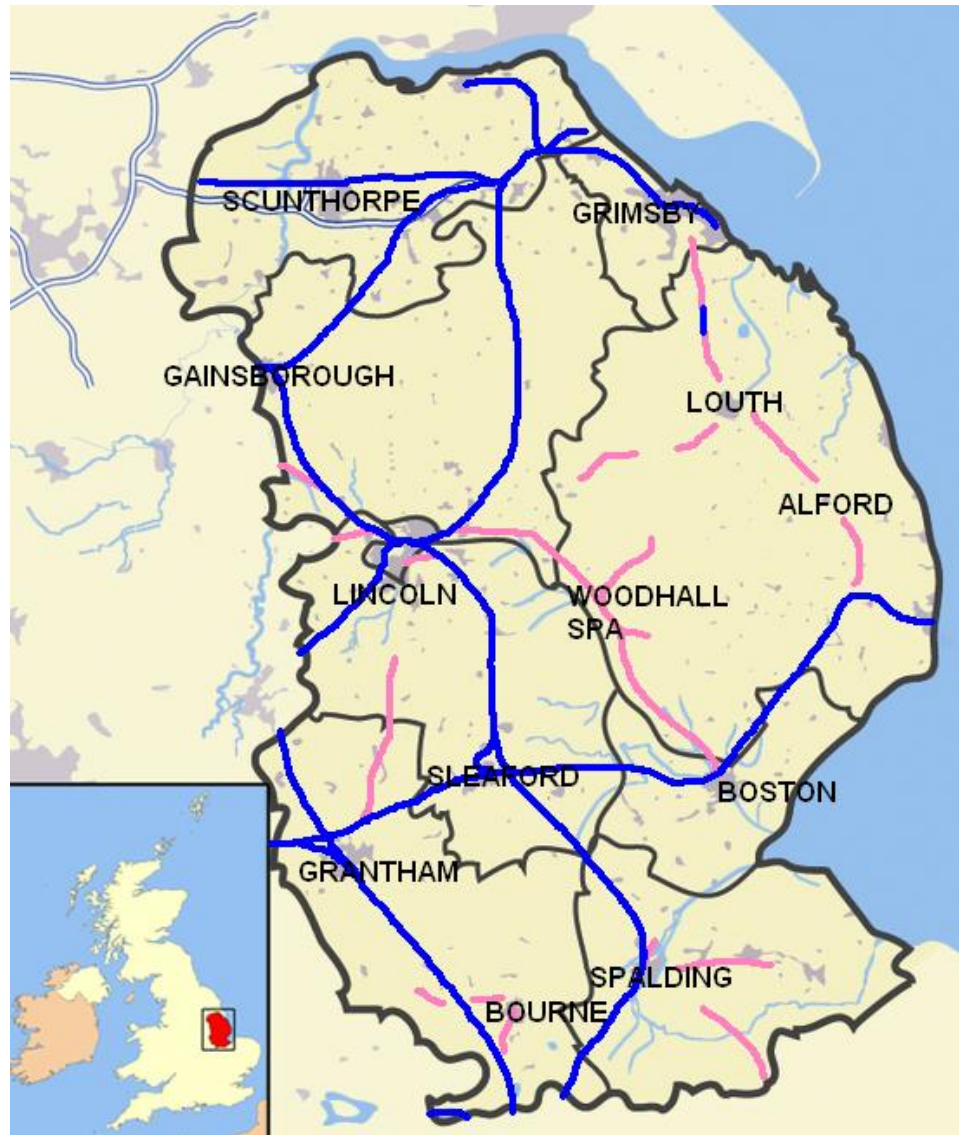
- Wrawby Junction (near Barnetby)
- Doncaster Station
- Sheffield Station
- Peterborough Station
- Nottingham Station

We will support Network Rail's programme of improvements at these locations, and will develop business cases with neighbouring authorities to help capitalise on these improvements for local services. At the local level, we will work with rail operators to ensure adequate car parking at stations, as part of our programme of work on 'station environments'.

Rail-banking

Rail-banking protects the alignment of former rail uses from development. This protection allows the former track-bed (solum) to be used for other transport purposes including cycle trails (such as the newly completed Lincoln – Boston trail), or, in exceptional circumstances, re-instatement of the railway.

Across Lincolnshire there are a number of former rail lines that could be protected as shown in pink on the plan below (existing lines in blue):



Understanding the rail network

Perhaps one of the key barriers to rail travel is an understanding of the network. Since privatisation, there are complex structures of roles and responsibilities within the rail industry. However, the end user simply wants to move themselves, or their goods from A to B.

The rail industry has taken considerable steps with the Department for Transport in simplifying ticketing structures. Outside of the metropolitan counties, these tickets generally apply solely to rail travel however, and are not multi-modal.

There are potentially a number of 'early-wins' which the County Council deliver directly. We have already developed a series of line 'brands' (see Appendix C) and a corresponding network map, similar to the tube network. We have also developed a 'Travelling By Train' guide which takes users through the basics of train travel if they are making a journey for the first time.

At individual stations, we have developed a new suite of information in partnership with East Midlands Trains, which presents clear local information, together with timetable information in an easy-to-read format.

We are working to roll-out the demand-responsive *CallConnect* brand to feed into the rail network. This will provide seamless journeys from rural areas by public transport and we are also working with East Midlands Trains and ATOC to extend the *CallConnect* principles of through-ticketing also.

The three case studies on the following pages highlight the rationale some of the activities mentioned above.

Case Study: 'Travelling By Train'

Over the course of 2007, Stagecoach in the North East (operating in Sunderland and County Durham) conducted research with non-public transport users to better understand why people choose not to use the bus.

This research showed that a significant majority of people, particular of younger generations did not use public transport because they did not understand it. This may not be surprising, since the younger generations have grown up 'car-dependent' when compared to older generations who relied much more heavily upon walking and public transport.



Stagecoach North East's 'Bus Smarts' Bus Guide

Working on the same logic, Lincolnshire County Council have developed a guide to travelling by train, which also sets out in plain English the steps to train travel, from how to find your local station, to the range of tickets available etc.

A pilot of the user guide was launched in 2009, and almost immediately the County has received anecdotal evidence of residents using the guide to discover more of Lincolnshire and to travel more sustainably.

The Lincolnshire *Travelling By Train* guide



Case Study: Improved Information

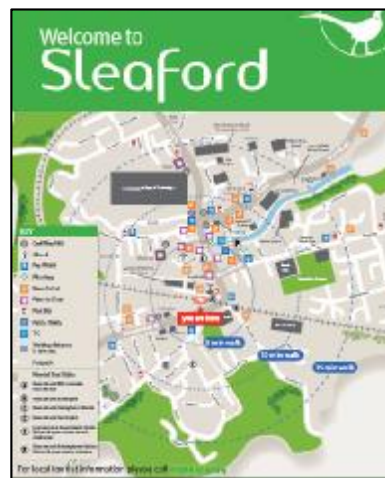
There is a wealth of both professional research and qualitative evidence which demonstrates a large proportion of struggles to understand 'traditional' timetable information as shown below. Additional research has shown that if people spend more than a minute trying to understand information, they are extremely likely to walk away from it, without taking in the information.

Peterborough - Lincoln - Doncaster								
Service operated by	NT	EM	EM	NT	EM	NT	EM	EM
Train								Nottingham
London Kings Cross								0615
Peterborough								0630 0731
Spalding								0656 0754
Sleaford								
		0650	0742		0846			
Ruskington		0658	0749		0853			
Melfaringham		0708	0759		0903			
Lincoln Central	0704	0721	0812	0827	0918	0927		
Scaisbury	0714			0836	0927	0936		

Traditional 'matrix' timetable

Our own evidence shows that most people travelling longer distances by train have journeys pre-planned, and the majority of people who turn up at stations seeking timetable information are local travellers. To this end, we have developed simplified information that shows the departure times for local services, without any onward connection information (shown below left). This is similar to the style which a number of other Passenger Transport Executives, such as Merseytravel have pioneered, with considerable success. We have also provided local area information from a pedestrian point of view, to help rail passengers new to a community navigate their way around it (shown below right).

Sleaford	Ruskington
Monday to Friday departures	
0657	continues to Leicester
0742	
0846	continues to Doncaster
0925	
1025	



Case Study: CallConnect

Lincolnshire County Council's CallConnect initiative is a groundbreaking public bus service and is part of the Lincolnshire InterConnect bus network, linking rural communities directly with towns or other local bus and rail services.

The CallConnect service operates on a `dial a bus` basis and is operated by fully accessible minibuses, operating from 7am-7pm Monday to Saturday.

The success of the scheme - which can even pick up passengers from home has seen it expand rapidly since its launch in 2001. It now operates on more than 20 different routes throughout the county, and last year alone its dedicated team of booking staff dealt with over 150,000 journey requests.

The service is available for anyone to use, whether resident in Lincolnshire or here on holiday. It can be used as frequently as required, whether to travel to work, visit places of interest, or simply to go shopping.

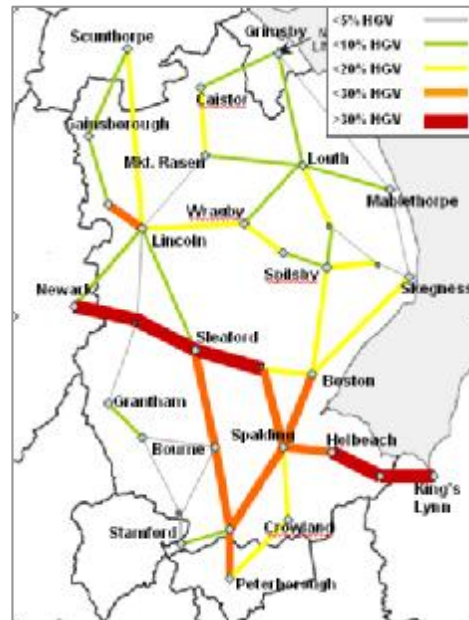


Rail Freight

Lincolnshire's road network has a high proportion of lorries and other heavy goods vehicles. On routes through Boston and Spalding, this proportion is as high as 37%, compared to a national average of approximately 10%. Having such a high proportion of HGVs on the road network can cause congestion on the highway, as well as increasing the perceptions of road danger.

As noted in the main report, there are very limited freight facilities within Lincolnshire, and most of these are specifically aimed at one particular commodity. Overall, Lincolnshire is a net producer of goods, and should adequate facilities be provided there is significant scope to promote a modal shift for the movement of goods.

Proportion of HGV's on the Lincolnshire road network.



The fragmented agricultural economy of Lincolnshire has in the past been ill-suited to freight transport by rail. However, with the growth in just-in-time logistics and the rise in larger distributors and wholesale purchasers, rail freight is becoming a viable option both for the agricultural industry of Lincolnshire and a number of other market sectors. We can help to maximise the movement of goods by rail through:

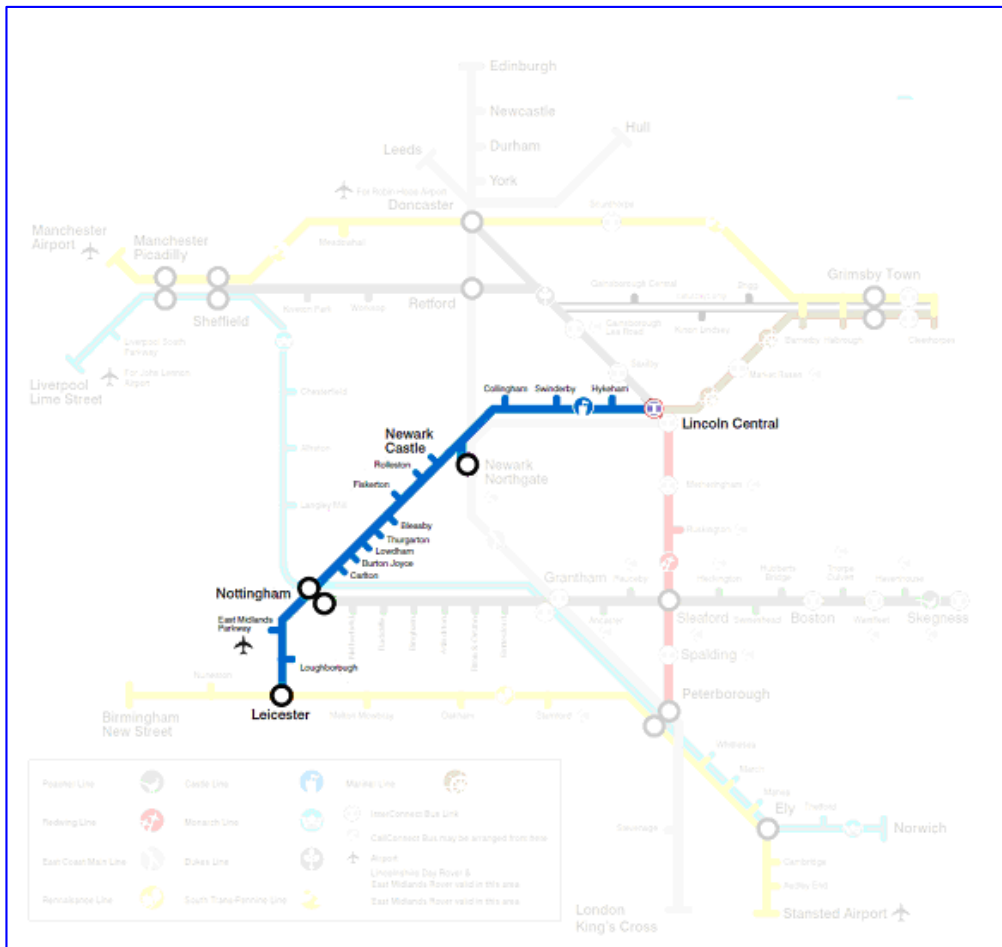
- Identifying and promoting suitable rail freight terminals within Lincolnshire
- Identifying projects and schemes the Council can support to make rail freight more accessible to organisations
- Work with industry partners to plan for long-term demand for freight.

Appendix B



This Appendix looks at the branded lines which the County Council are promoting, together with a summary of key schemes along each line.





The Castle Line runs from Lincoln to Leicester via Newark and Nottingham. It is named for the famous castles along the line, including

- Nottingham Castle, where Prince John led his uprising against Richard I
- Newark Castle, one of the last royalist strongholds to fall in the Civil War
- Lincoln Castle, a key stronghold since the Norman Conquest

Most trains along the Castle Line also continue to Leicester via Leicestershire County Council's *Ivanhoe Line*.

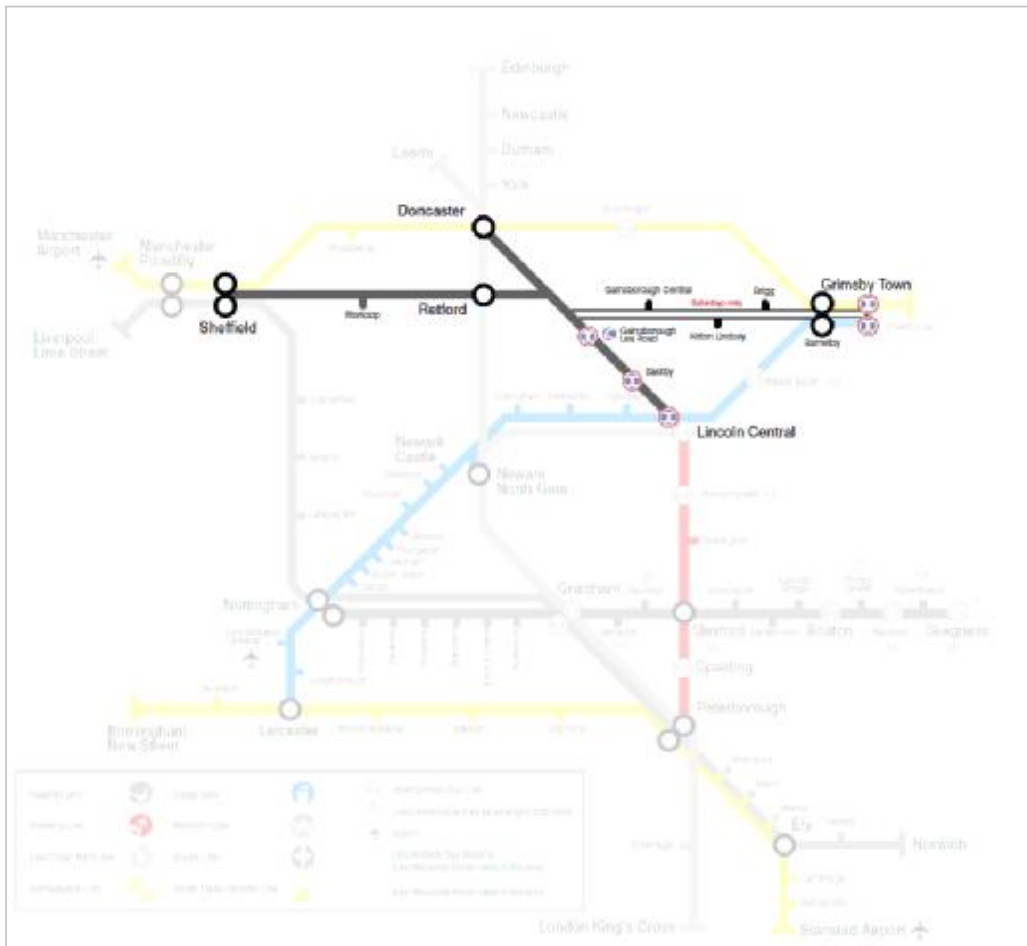
Location	Scheme	Anticipated delivery	Lead organisation
Leicester - Nottingham	Line Speed Improvements	2011	Network Rail
Leicester Area	Resignalling scheme to increase capacity & speed	2019	Network Rail
Castle Donington	New major freight terminal	2011	Private Developer
East Midlands Parkway	New station	Delivered	East Midlands Trains
East Midlands Parkway	New shuttle bus link to airport terminal	Delivered	East Midlands Regional Authorities
Nottingham Area	Resignalling scheme to increase capacity & speed	2013	Network Rail
Nottingham - Lincoln	Line Speed Improvements	2013	Notts CC & Lincs CC
Nottingham - Lincoln	Frequency / capacity enhancements	Aspirational	Lincolnshire County Council
Nottingham	Nottingham Station redevelopment	2015	City of Nottingham
Newark Castle	Ticket office reopening and improved facilities	2014	East Midlands Trains
Newark Crossing	Flyover across East Coast Mainline	Aspirational	Network Rail
Collingham	Level Crossing rationalisation & car park enhancements	2010	Nottinghamshire County Council
Swinderby	Improved rail-bus interchange	Delivered	Lincolnshire County Council
Hykeham	Station environmental improvements	Delivered	Lincolnshire County Council
Hykeham	Bus link to existing and proposed housing estates and business park	2012	Private Developers
Lincoln	Area resignalling and track remodelling	Delivered	Network Rail
Lincoln	Alternative solutions to High Street Level Crossing	2014	Lincolnshire County Council
Lincoln	Development of multi-modal interchange	2012+	Private Developer

LINCOLNSHIRE RAILWAYS



Dukes Line

Lincoln Central to Sheffield & Doncaster



The Dukes Line, from Lincoln to Gainsborough, Doncaster and Sheffield is named for the famous *Dukeries*, an area of north Nottinghamshire where a number of influential dukes held their country estates, including the Dukes of Norfolk, Portland, Kingston (upon Hull), Newcastle and St. Albans.

The logo chosen for this line, the *fleur-de-lis* is the recognised symbol for the City of Lincoln, and forms part of Prince Charles' (who also holds the titles of Duke of Cornwall and Duke of Rothesay) royal coat of arms.

Location	Scheme	Anticipated delivery	Lead organisation
Sheffield	New rolling stock depot	2012	Northern Rail
Sheffield	Area resignalling and track remodelling	2014	Network Rail
Sheffield & Doncaster	Roll-out of 'Yorcard' smartcard scheme	2012	SYPTE
Kiveton Park	Extension of station car park	2012	SYPTE
Retford	Improved revenue protection	2010	East Coast
Manton Wood (Colliery)	New major freight terminal	2016	Private Developer
Cottam	New chord to Cottam Power Station	2012	Network Rail
Doncaster	Area resignalling and track remodelling	2014	Network Rail
Doncaster - Lincoln	Northern 'W10' Gauge enhancement	2013	Network Rail
Doncaster - Lincoln	Joint Line upgrade for capacity & speed	2013	Network Rail
Robin Hood Airport	New station	2012+	SYPTE / Peel Airports
Shireoaks - Gainsborough	Track and signalling improvements for line speed	2014	Network Rail
Gainsborough - Immingham	Northern 'W10' Gauge enhancement	2014	Network Rail
Gainsborough - Immingham	Renewals to improve line speed and capacity	Delivered	Network Rail
Barnetby	Improved connections to Humberside Airport	2014	Humberside Airport
Immingham	Improved rail freight facilities	2012	Associated British Ports
Gainsborough & Saxilby	Improved station security & information	2012	Lincolnshire County Council
Lincoln	Development of multi-modal interchange	2012+	Private Developer
Sheffield / Doncaster - Lincoln	Study identifying options to enhance journey times and Sunday Services	2010	Lincolnshire County Council
Grimsby	Improved accessibility at local stations	2011	NE Lincolnshire Council

LINCOLNSHIRE RAILWAYS



East Coast Mainline

London Kings Cross to Lincoln Central
and Edinburgh



The London – Edinburgh via York is nationally known as the East Coast Main Line. This line provides the primary connections to London for virtually all of Lincolnshire, and all other rail lines in the county have at least one interchange with the East Coast Main Line.

The logo chosen for this line is the iconic *Angel of the North*, which rail passengers can see from the East Coast Main Line in Gateshead, on the approach to Newcastle.

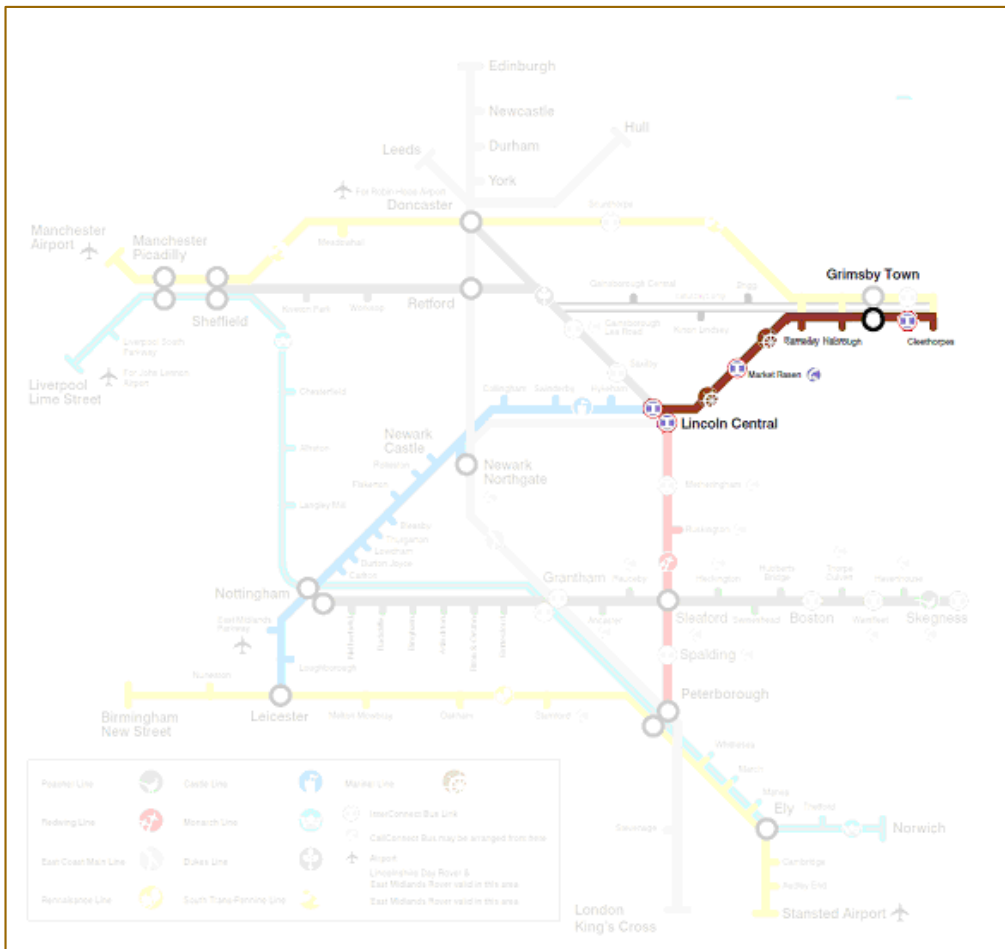
Location	Scheme	Anticipated delivery	Lead organisation
London Leeds/Edinburgh –	InterCity Express Rolling Stock Trial	2012	Department for Transport
London Leeds/Edinburgh –	New dedicated high speed rail route	Aspirational	Department for Transport
London Kings Cross	Major station redevelopment with additional capacity	2014	Network Rail
London	Thameslink capacity schemes	2014	Department for Transport
Welwyn Garden City	Increased capacity on Digswell Viaduct	Aspirational	Network Rail
Hitchin	Grade-separated junction	2014	Network Rail
Peterborough	Fletton Junction linespeed increase	2010	Network Rail
Peterborough – Doncaster	Joint Line upgrade for freight paths	2013	Network Rail
Peterborough – Leeds	'W10' Gauge Clearance	2010	Hutchinson Ports
Peterborough	Station capacity enhancement	2013	Peterborough City Council
Tallington	Level crossing rationalisation	Aspirational	Lincolnshire County Council
Grantham	Improved London – Boston connections	2010	East Midlands Trains
Lincoln	New direct London service	2010	Department for Transport
Lincoln	Development of multi-modal interchange	2012+	Private Developer
Retford	Improved revenue protection	2011	East Coast
Doncaster	Shaftholme Jn. Remodelling for freight trains	2014	Network Rail
Doncaster	Area resignalling and track remodelling	2014	Network Rail
Leeds	Station capacity enhancement	2014	WYPTE
Edinburgh	New tram network connecting station	2014	Edinburgh City Council

LINCOLNSHIRE RAILWAYS



Mariner Line

Lincoln Central to Grimsby & Cleethorpes

The Mariner Line runs from Lincoln to Grimsby and Cleethorpes via Market Rasen and Grimsby. The name reflects the important contribution that workers in maritime industries make to the economy of communities along the Humber estuary.

Location	Scheme	Anticipated delivery	Lead organisation
Lincoln	Area resignalling and track remodelling	Delivered	Network Rail
Lincoln	Development of multi-modal interchange	2012+	Private Developer
Cherry Willingham / Reepham / Fiskerton	Possible new station	Aspirational	Lincolnshire County Council
Market Rasen	Station environment enhancements	Ongoing	Friends of Market Rasen Station
Market Rasen	Through ticketing with CallConnect DRT services	2011-12	Lincolnshire County Council
Wrawby	Junction improvements for freight capacity	2010	Network Rail
Newark - Immingham	Northern 'W10' gauge enhancement scheme	2014	Network Rail
Immingham	Improved rail freight facilities	2012	Associated British Ports
Barnetby	Improved Connections to Humberside Airport	2014	Humberside Airport (MAG)
Cleethorpes – Barton-on-Humber	Promotion of Community Rail Partnership	Ongoing	Barton to Cleethorpes Community Rail Partnership
Habrough - Grimsby	Additional calls at local stations	Aspirational	NE Lincolnshire Council
Grimsby	Improved accessibility at local stations	2011	NE Lincolnshire Council
Grimsby	New cycle hub	2012	NE Lincolnshire Council
Cleethorpes	Improved accessibility in and around the station	2011	NE Lincolnshire Council
Cleethorpes	Restoration of derelict platforms	Aspirational	TransPennine Express



Monarch Line

Norwich to Liverpool Lime Street



The Liverpool – Sheffield – Grantham – Norwich service is one of the primary East-West links in the country. Naming this line the *Monarch Line* not only reflects the line's importance to the nation, but also pays homage to one of the Lincolnshire Fen's more well-known residents, the Monarch Butterfly.

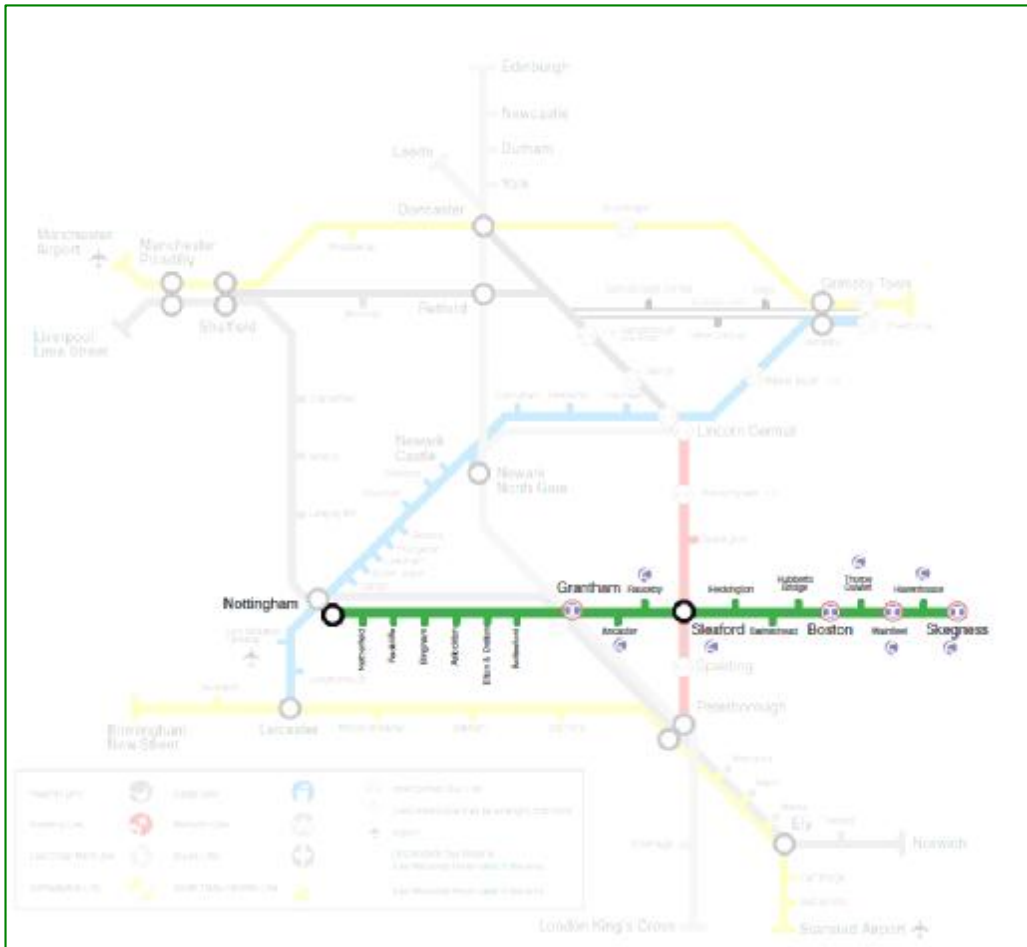
In addition, the line's name commemorates a number of historically significant incidents with some of Britain's more notorious monarchs, including King John losing his crown jewels in The Wash and King Edward I's doleful procession to Westminster with his recently deceased queen, Eleanor. The 'Eleanor Crosses' mark all the points along the route where the coffin lay overnight, and can still be seen in part at Lincoln and Stamford. One used to stand in Grantham but no part remains.

Location	Scheme	Anticipated delivery	Lead organisation
Norwich - Liverpool	Stakeholder group for improvements	Delivered	East Midlands Trains
Norwich – Ely	Linespeed enhancements	2010	Network Rail
Ely – Peterborough	‘W10’ Gauge Clearance	2010	Hutchinson Ports
Peterborough	Station capacity enhancement	2013	Peterborough City Council
Grantham - Nottingham	Linespeed enhancements	Aspirational	Nottinghamshire County Council
Nottingham Area	East Midlands Resignalling	2013	Network Rail
Nottingham	Nottingham Station Redevelopment	2013	City of Nottingham
Nottingham – Sheffield	Erewash Valley linespeed increase	2012	Network Rail
Chesterfield	New 3 rd Platform	2010	Network Rail
Sheffield	Area resignalling & track remodelling	2014	Network Rail
Sheffield - Stockport	Linespeed enhancements	2013	Network Rail
Grindleford	Freight train passing loops	2014	Network Rail
Manchester ‘Hub’	Improved track capacity	2020	The Northern Way
Warrington Central	Installation of passenger lifts	2009	TransPennine Express
Liverpool South Parkway	New station with airport link	Delivered	Merseytravel / Peel Airports
Liverpool Lime Street	Major station enhancements	2010	Merseytravel
Port of Liverpool	Improved rail freight access	2010	Mersey Docks & Harbour Co.



Poacher Line

Nottingham to Skegness



The Nottingham – Skegness service has long been known as the *Poacher Line*, commemorating the unofficial anthem of the county, the “Lincolnshire Poacher”. Today *Poacher* is also the name of the RNLi lifeboat based in Skegness, and is the quick-march of RAF Cranwell College, near to Sleaford. The logo for the line, the pheasant, has been selected as these birds have long been affiliated with poachers.

Location	Scheme	Anticipated delivery	Lead organisation
Mablethorpe	Onward integrated information connections into rail	Delivered	East Midlands Trains
Skegness	Station environment enhancements	2010	Lincolnshire County Council
Boston - Skegness	Track & signalling renewals	2010	Network Rail
Sibsey	New Station	Aspirational	Lincolnshire County Council
Boston	Installation of passenger lifts	2011	Network Rail
Boston	Improved access to Boston Docks	Aspirational	Lincolnshire County Council
Boston	Redevelopment of station buildings	2010	Boston Borough Council
Heckington	Improved station car park	Aspirational	Heckington Parish Council
Sleaford	Renovation of station buildings	2010	North Kesteven District Council
Sleaford	Disabled access improvements	2012	Department for Transport
Rauceby	Improved footway link to new housing estate	Aspirational	Private Developer
Grantham	Improved London – Boston connections	2010	East Midlands Trains
Grantham	Installation of passenger lifts	Delivered	National Express
Grantham – Skegness	Enhanced summer capacity	Delivered	East Midlands Trains
Grantham – Nottingham	Linespeed enhancements assessment	2011	Notts CC / Lincs CC
Nottingham Area	East Midlands Resignalling	2013	Network Rail
Nottingham	Nottingham Station Redevelopment	2013	City of Nottingham



Redwing Line

Lincoln Central to Peterborough



The *Redwing Line* from Peterborough to Lincoln commemorates another occasional visitor to the Lincolnshire Fens, the redwing bird. More directly (and hence the logo) the name also honours the Royal Air Force's Aerobatic team, *The Red Arrows*.

Other famous *Redwings* include Detroit's professional Ice Hockey Team in the United States, a comrade of Captain America in the Marvel Comics series, and the operational name given to nuclear tests at Bikini Atoll.

Location	Scheme	Anticipated delivery	Lead organisation
Lincoln	Area resignalling and track remodelling	Delivered	Network Rail
Lincoln	Development of multi-modal interchange	2012+	Private developer
Lincoln - Peterborough	Delivery of clockface timetable	2011	Lincolnshire County Council
Lincoln - Peterborough	Joint Line upgrade for capacity & speed	2013	Network Rail
Metheringham	Development of multi-modal interchange	2010	Lincolnshire County Council
Metheringham	Customer help points and station security	2010	East Midlands Trains
Ruskington	Improved disabled car parking	Delivered	Lincolnshire County Council
Ruskington	Improved security and station accessibility	2010	Lincolnshire County Council
Sleaford	Disabled access improvements	2011	Department for Transport
Sleaford	Renovation of station buildings	2010	North Kesteven District Council
Sleaford - Spalding	Extension of line operating hours	2013	Network Rail
South Holland	Potential new freight interchange	Aspirational	South Holland District Council
Spalding	Station security enhancements	2011	East Midlands Trains
Spalding	Improved pedestrian footbridges	2013	Network Rail
Spalding	Station environment enhancements	Ongoing	Spalding Transport Forum
Peterborough	Station capacity enhancement	2013	Peterborough City Council
Werrington	Grade-separated rail junction	Aspirational	Network Rail
Peterborough	Improved station car park	2011	East Coast



Renaissance Line

London Stansted to
Birmingham New Street



The *Renaissance Line* runs from Stansted Airport in Essex via Cambridge and Leicester to Birmingham New Street station.

The line is named for the stately homes along the route built mainly during the renaissance, such as Burghley House, near to Stamford and Audley End House, Cambridgeshire (with it's own train station).

The acorn logo of this line represents the vast parks and gardens attached to these stately homes.

Location	Scheme	Anticipated delivery	Lead organisation
Birmingham New Street	Major station redevelopment	2012	Network Rail
Birmingham Stansted	Increased capacity on trains and improved frequency	2012	Cross Country
Birmingham - Ely	'W10' Gauge Clearance	2010	Hutchinson Ports
Colehill Parkway	New multi-modal interchange	Delivered	Centro
Nuneaton	New alignment to split rail movements	Delivered	Network Rail
Oakham & Melton M'bray	New direct services to London via Corby	Delivered	East Midlands Trains
Oakham	Improved passenger facilities	2011	Rutland County Council
Stamford	Improved provision for disabled passengers	Delivered	East Midlands Trains
Stamford	Improved station - town links	2012	Lincolnshire County Council
Peterborough	Station capacity enhancement	2013	Peterborough City Council
Peterborough	Improved station car park	2011	East Coast
Ely	New curve to allow bidirectional running	2011	Network Rail
Cambridge	Station capacity enhancement	2012	Network Rail
Cambridge	Platform extensions	2012	Network Rail
Stansted Airport	Platform extensions	2012	Network Rail
Stansted Airport	Major increase in passenger air movements	2016	BAA

LINCOLNSHIRE RAILWAYS



South Trans-Pennine Line Manchester Airport to Cleethorpes



Although this line does not directly serve Lincolnshire, the service between Cleethorpes, Doncaster and Manchester is the main rail route for many residents in northern part of the county. It is also one of the key links for the whole county to access Manchester and Manchester Airport.

The line is nationally identified as the South Trans-Pennine Line, and the name is already well-established in the rail operator's marketing, together with the yellow line colour.

The logo, of a footpath between the hills highlights the dramatic landscapes which can be seen from trains along this line.

Location	Scheme	Anticipated delivery	Lead organisation
Manchester Airport	3 rd Platform at airport station	Delivered	The Northern Way
Airport Line	Improved station facilities	2009	Northern Rail
Manchester 'Hub'	Improved track capacity	2020	The Northern Way
Manchester (Ardwick)	New Class 185 depot facilities	Delivered	TransPennine Express
Stockport	New platform for increased capacity	Delivered	Network Rail
Stockport - Sheffield	Linespeed enhancements	2013	Network Rail
Sheffield	Area resignalling & track remodelling	2014	Network Rail
Sheffield - Doncaster	Trial of 'Yorcard' smartcard pilot	Delivered	SYPTe
Sheffield - Doncaster	Linespeed & capacity improvements	2010	Network Rail
Sheffield - Doncaster	Initiatives to reduce theft of signal cables	2009	British Transport Police
Doncaster - Immingham	Northern 'W10' Gauge enhancement	2014	Network Rail
Wrawby	Junction improvements for freight capacity	2010	Network Rail
Barnetby	Improved connections to Humberside Airport	2014	Humberside Airport
Immingham	Improved rail freight facilities	2012	Associated British Ports
Grimsby	Improved accessibility at local stations	2011	NE Lincolnshire Council
Scunthorpe - Cleethorpes	Improved station facilities	Delivered	TransPennine Express
Cleethorpes	New Class 185 depot facilities	Delivered	TransPennine Express

Appendix C



This Appendix is a compendium of key rail-related statistics in Lincolnshire.

Included within this appendix are:

- Station Statistics (passenger figures, car parking etc)
- National Railway Crime comparisons
- Predicted Rail Growth
- Proportions of traffic at Lincolnshire Stations
- Rail Freight
- Economically Important Connections
- Primary Rail Flows (all trips and commuting trips)
- Generalised Speed Comparisons
- Travel Time Isochrones
- Level Crossing Safety

Station Statistics

Station	Code	Operator ¹	TPD ²	2008/9 pass ²	3-yr growth	Trip Rate ⁴	Total Crime	Crime Rate ⁵	Car Park	CC TV	LOC Rail Survey
Ancaster	ANC	EMT	06	4,652	+1%	0.9	0	0	8		2010/11
Boston	BSN	EMT	33	198,698	-16%	5.8	14(-1)	0.069	30	✓	2009/10
Gainsboro Can.L.	GNE	Northern	N/A ⁶	118	+16%	0.0	0	0	20		2009/10
Gainsboro Lea.F	GBL	EMT	40	119,961	-1%	1.5	0	0	12		2008/09
Grantham	GRA	EC	126	1,054,634	+13%	7.2	0	0	616	✓	2009/10
Havenhouse	HVN	EMT	04	326	-68%	0.0	0	0	-		2010/11
Heckington	HEC	EMT	30	54,678	+6%	3.3	1(+1)	0.017	8		2009/10
Hubberts Bridge	HBB	EMT	04	558	+195%	0.0	0	0	-		2010/11
Hykeham ⁸	HKM	EMT	22	21,162	+47%	0.4	0(-1)	0	30	✓	2008/09
Lincoln Central	LON	EMT	120	1,979,412	+3%	1.9	25(-7)	0.019	198	✓	2010/11
Market Rasen ⁸	MKR	EMT	15	44,254	+6%	3.1	0(-2)	0	30		2008/09
Metheringham	MGM	EMT	26	107,090	-1%	5.6	4(+1)	0.039	26		2008/09
Rauceby	RAU	EMT	05	1,788	+400%	1.1	0(-1)	0	-		2010/11
Ruskington	RKT	EMT	26	92,412	-6%	6.6	2(+1)	0.022	30		2008/09
Saxilby	SXY	EMT	40	48,966	-3%	3.4	3(+1)	0.067	6		2008/09
Skegness	SKG	EMT	30	360,631	-21%	1.8	20(+8)	0.052	-	✓	2009/10
Sleaford	SLF	EMT	60	918,766	-1%	6.5	9(+2)	0.009	15	✓	2010/11
Spalding ⁸	SPA	EMT	26	186,394	+7%	1.9	4(-5)	0.023	45		2008/09
Stamford	SMD	EMT	37	296,702	+32%	3.0	13(+3)	0.045	75	✓	2008/09
Swinerton	SWD	EMT	22	4,760	-32%	1.2	0	0	-		2009/10
Swinhead	SWE	EMT	04	1,028	+62%	0.1	0	0	-		2010/11
Thorpe Culvert	TPC	EMT	04	960	+30%	0.0	0	0	-		2010/11
*Wainfleet	WFL	EMT	30	64,166	-22%	6.2	3(+3)	0.043	6		2010/11

¹ EMT = East Midlands Trains; FC = Fast Coast Railway

² Trains per week-day

³ A number of stations show a slight decline compared to previous years as a result of the Lincoln signalling works when the lines were closed for two months. This affects Gainsborough Lea Road, Hykeham, Metheringham, Ruskington, Saxilby and Sleaford in particular.

⁴ Per 100 residents

⁵ Per 1,000 trips

⁶ No weekday services. 06 trains per week operate on Saturdays.

⁷ Compared to an exceptionally low base. Numbers reflect additional school transport movements.

⁸ Station has been 'adopted' by a local group.

National Railway Crime

Nationally, in 2007, there were 2,946 fatalities on the road network, compared to 218 on the rail network. Of these 218, 186 were results of abuse of the railway such as trespass. Overall, crime rates recorded by the British Transport Police are low for the London North Eastern region^[1]. Overall, the regional police force achieved a satisfaction rating 6% above the national average. The table below shows the crime levels on the railway in the region compared to the national picture.

Category	North East Region		National	
	Total (2008/9)	% change	Total (2008)	% change
All offences	5,459	- 5.6%	105,658	- 3.5%
Violent Crime	636	+3.8%	9,004	-2.4%
Sexual Offences	60	-21.1%	935	-2.6%
Criminal Damage	497	-19.6%	6,501	-17.2%
Theft from passengers	1,011	-20.3%	16,386	-15.6%
Theft from railway	1,163	+4.6%	6,972	+2.9%
Robbery	25	-24.2%	895	-15.7%
Public Disorder	621	+15%	7,074	+3.8%
Route offences ^[2]	255	-23.9%	2,194	-8.7%
Drug offences	386	+27.4%	6,000	+47.4%

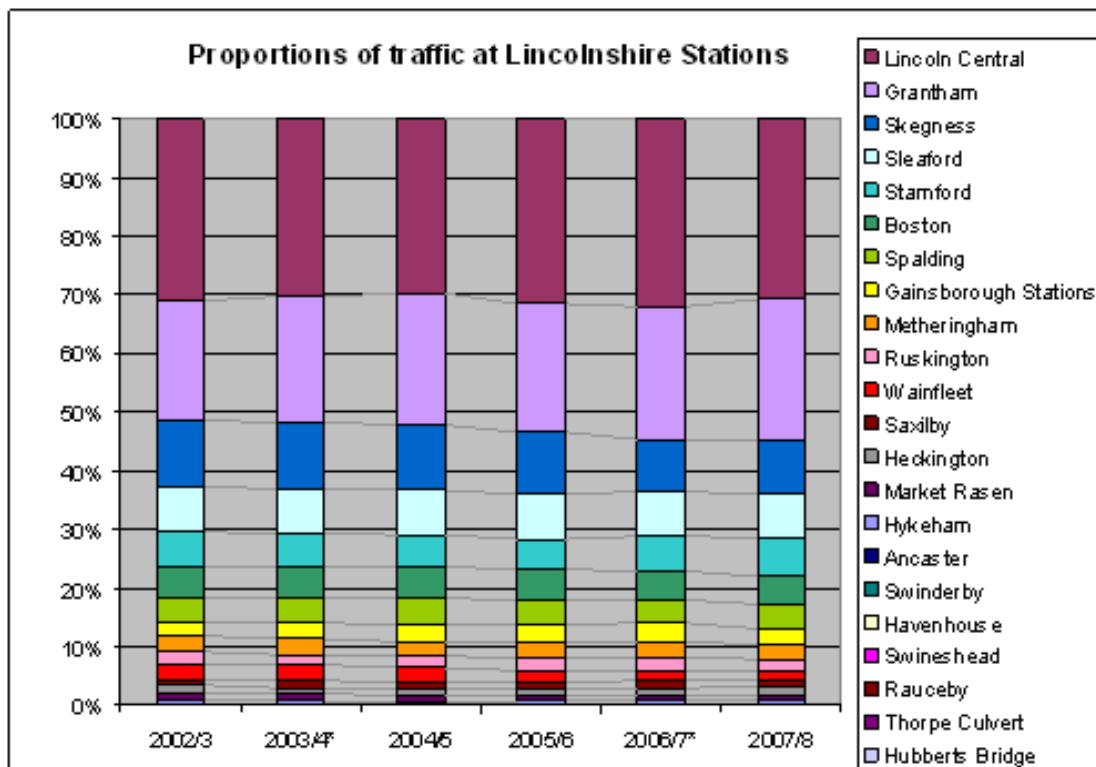
The *perception* of safety and security issues however remains. Security concerns can be reduced by improving lighting and CCTV of transport interchanges. There are often opportunities to take advantage of developments near to railway stations to provide such improved facilities.

Within Lincolnshire, recorded crime was slightly higher in 2008 than 2007 (89 incidents compared to 87). The majority of these incidents refer to public disorder offences, which is particularly problematic at Lincoln Central and Skegness. There was also an increase in recorded incidents of violence against the person at Saxilby, Skegness and Wainfleet. However, the highest rate of recorded railway crime in the county remain at Boston, with an average 7 crimes per 100,000 trips.

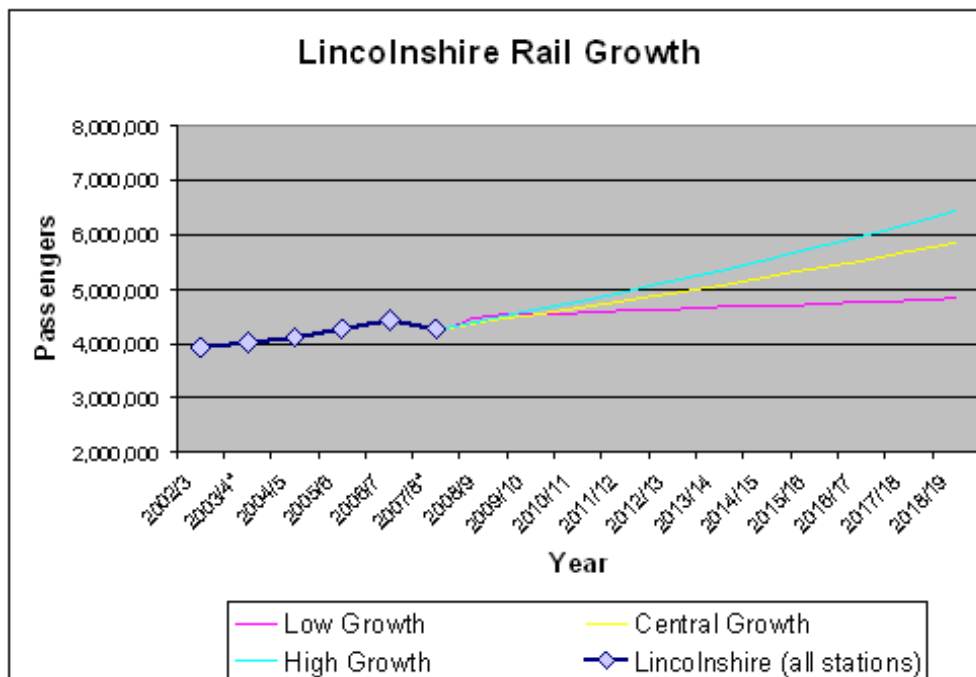
[1] – covers routes east of the Pennines, between Peterborough and the Scottish Border. Statistics include Sheffield, Newcastle and Leeds metropolitan areas.

[2] – Includes throwing missiles at trains, blocking the line, reckless conduct, trespassing etc.

Proportions of traffic from Lincolnshire stations

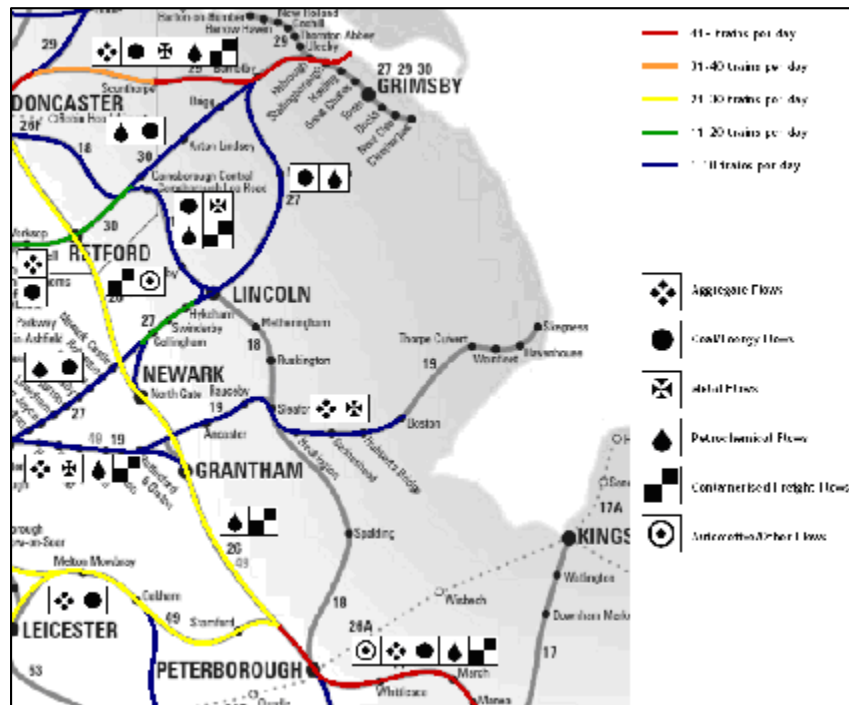


Forecast rail growth



Rail Freight

The charts below show the current pattern of rail-based freight movements through Lincolnshire, together with an extract from Network Rail's Freight Route Utilisation Strategy, which depicts the forecast growth in Rail Freight over the next 30 years.

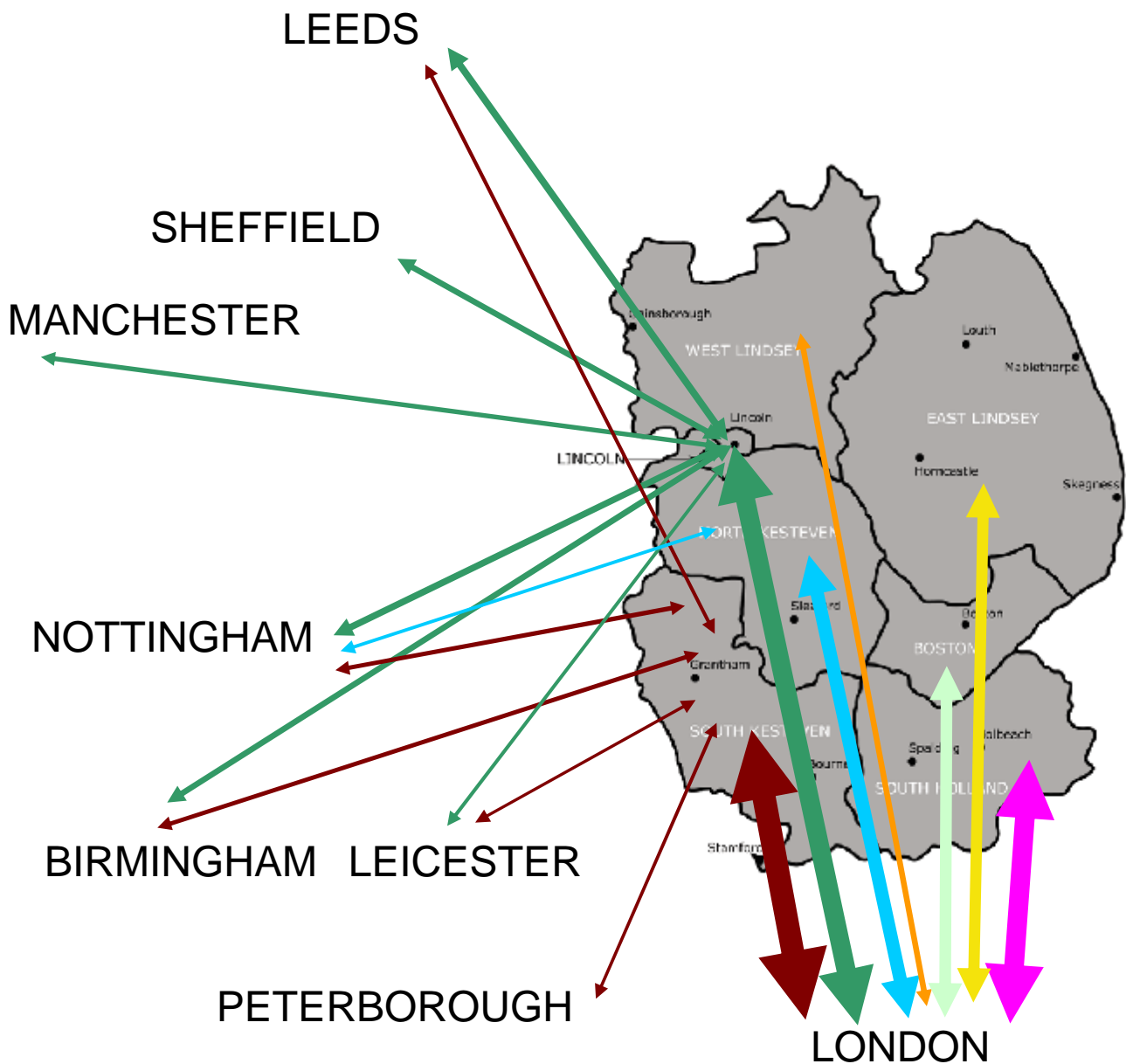


Commodity	Bottom up Forecast 2014/15 mt	Top down forecast 2014/15 mt ²	Approximate growth over industry 2004/05 base
Coal	50.5	43.1	-8% to +9%
Metals	14.6	11.8	+12% to +39%
Ore	5.9	6.0	-3% to -5%
Construction	23.6	31.5	+20% to +45%
Waste	1.8	2.3	-9% to +14%
Petroleum and Chemicals	7.1	7.0	+4% to +5%
Channel Tunnel	6.0	6.5	³ +200% to +266%
Domestic Intermodal	2.5	6.5	+177% to +838% (from low present base)
Maritime Containers	20.3	18.8	+42% to +83%
Auto	0.5	0.6	25% to +76%
Total	132.8	134.1	+26% to +28%

Top 25 Economically Important Links for Lincolnshire

The graphic below displays the most economically important links for Lincolnshire, based on a range of factors such as employment size, agglomeration benefits and distance. This chart makes no assumptions as to the provision of links between these locations, or to the capacity upon them.

The top 25 rail flows to/from Lincolnshire is shown on the following page.

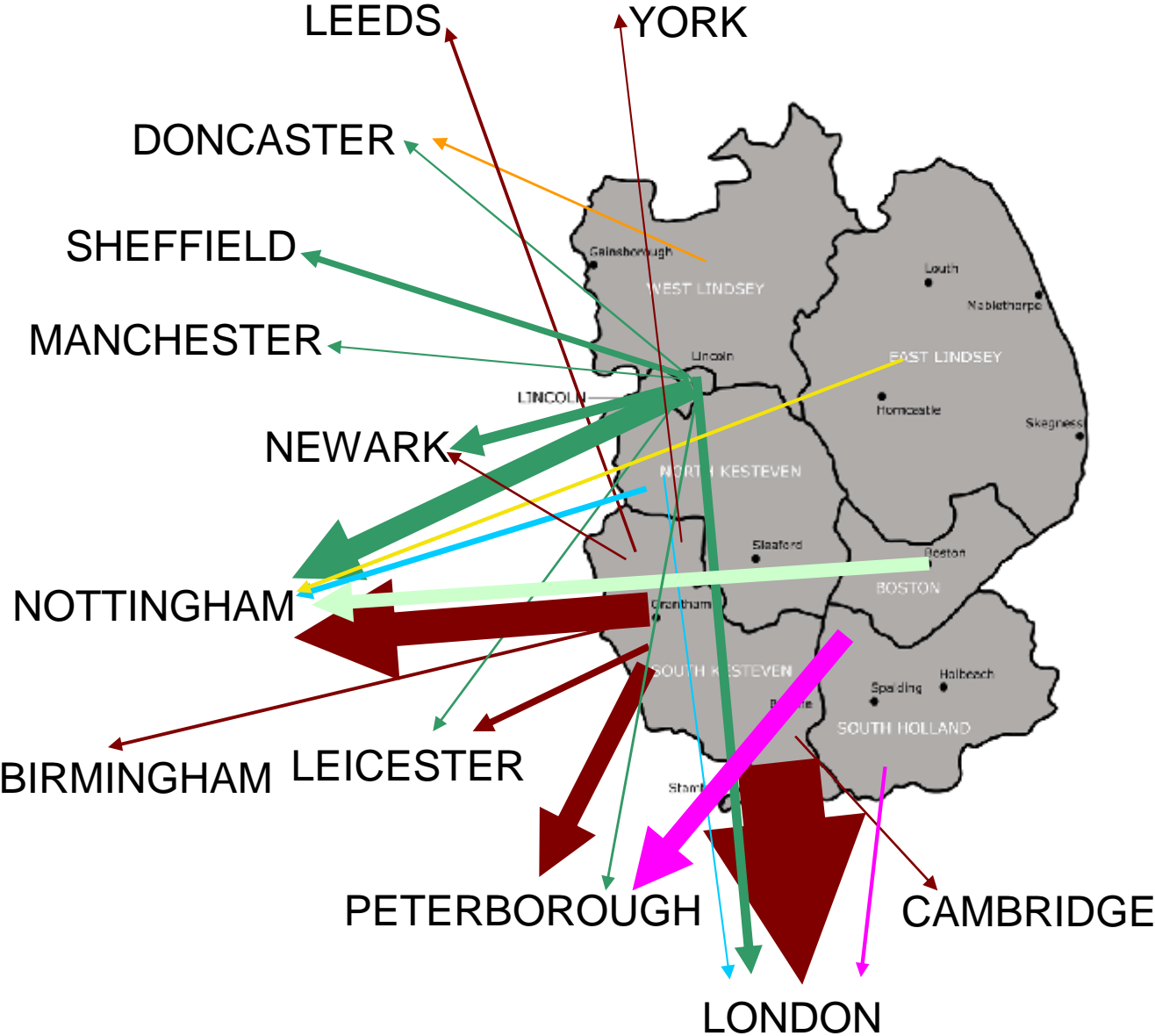


Source: cebr analysis

Top 25 rail flows for Lincolnshire

The graphic below displays the primary rail flows for journeys to and from Lincolnshire. There is a clear link between quality of service and the demand, i.e. the higher frequency East Coast Main Line, with greater passenger facilities attracts considerably more traffic.

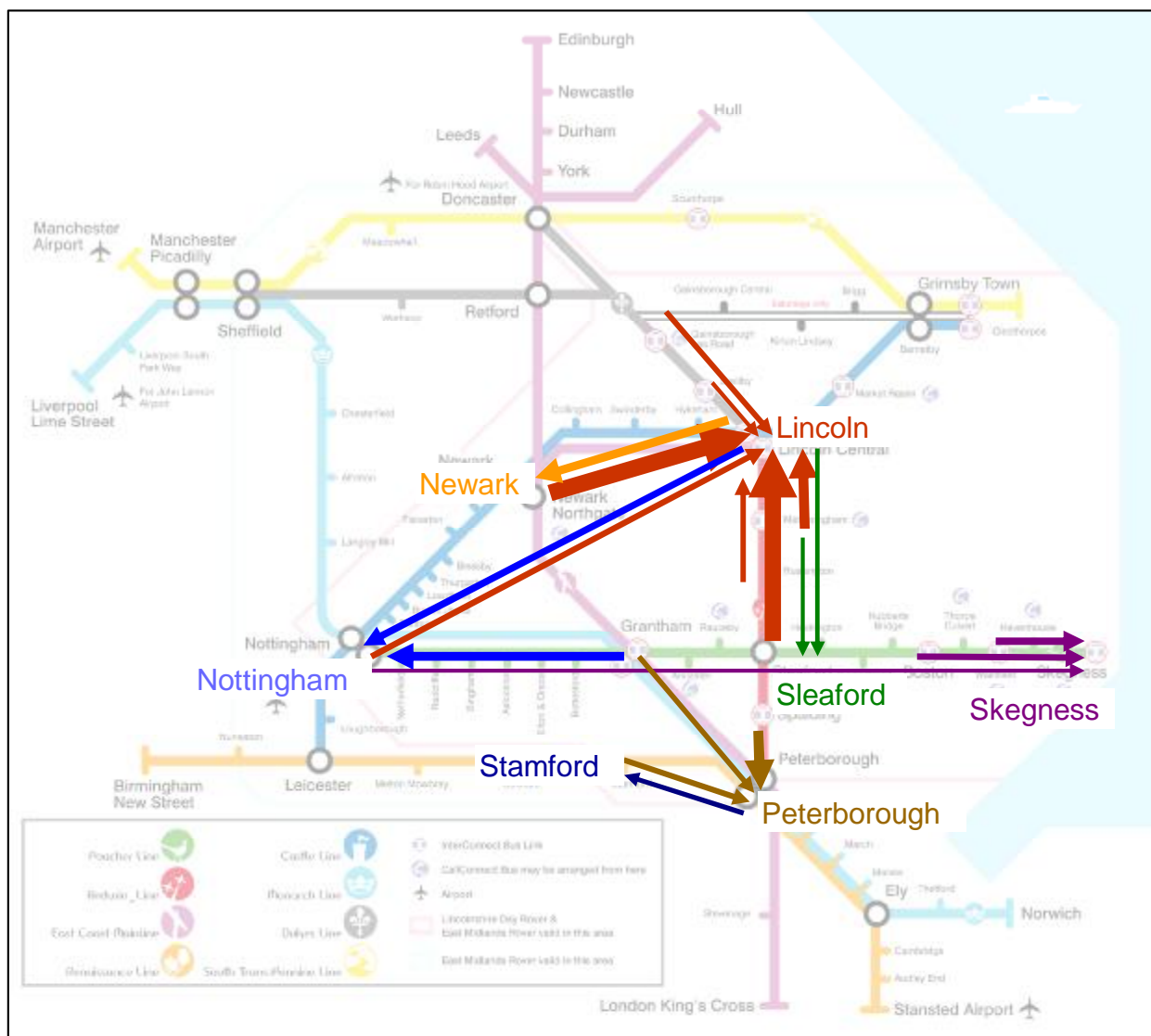
Journeys *within* Lincolnshire (i.e. commuting traffic) is shown on the next page.



Source: cebr analysis

Top 25 commuter flows for Lincolnshire

The graphic below displays the primary commuter flows for Lincolnshire residents and employees.



Source: cebr analysis

Generalised speeds for commuting flows

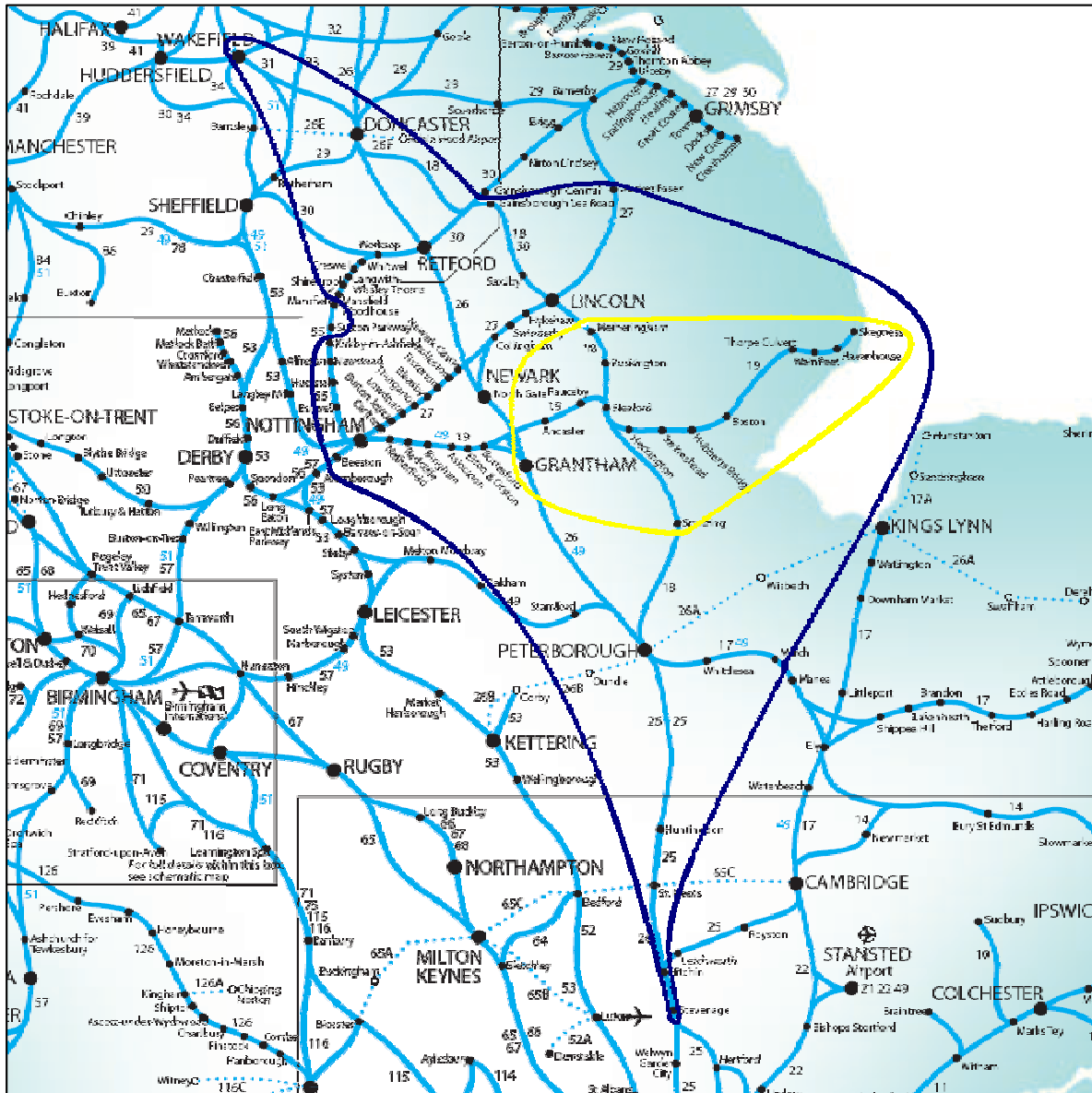
The table below shows the generalised speed (total journey time vs. distance). The number in the far right column indicates the variance from national benchmarks. If this number is negative, the generalised speed is lower than national comparators.

Origin Station	Destination Station	Economic Importance	Generalised Speed (km/h)	Benchmark Speed (km/h)	Variance (km/h)
Lincoln	Nottingham	44.5	30.7	37.8	-7.1
Lincoln	Leicester	28.4	36.1	42.5	-6.4
Lincoln	Derby	27.8	28.4	29.7	-1.3
Grantham	Nottingham	21.0	29.7	32.9	-3.2
Lincoln	Peterborough	19.4	34.4	42.5	-8.1
Spalding	Peterborough	14.0	23.5	22.3	+1.2
Grantham	Leicester	10.5	35.6	42.5	-6.8
Boston	Nottingham	10.0	34.8	37.8	-3.0
Stamford	Peterborough	10.0	23.3	23.3	+0.0
Grantham	Peterborough	8.5	49.4	23.3	+26.1
Sleaford	Nottingham	8.4	30.3	29.7	+0.6
Lincoln	Grantham	8.4	24.7	31.7	-7.0
Lincoln	Newark	7.2	26.6	22.3	+4.4
Lincoln	Boston	6.9	25.6	28.5	-2.9
Lincoln	Gainsborough	6.0	22.7	22.8	-0.1
Lincoln	Sleaford	5.2	27.4	21.8	+5.6
Lincoln	Hykeham	5.2	5.3	7.1	-1.8
Lincoln	Spalding	4.5	20.8	30.0	-9.2
Grantham	Boston	3.2	28.2	26.4	+1.8

Source: cebr analysis

Boston Travel Time Isochrones

This map shows the travel time isochrones from Boston. The range of destinations accessible within 1- and 2-hours are shown.

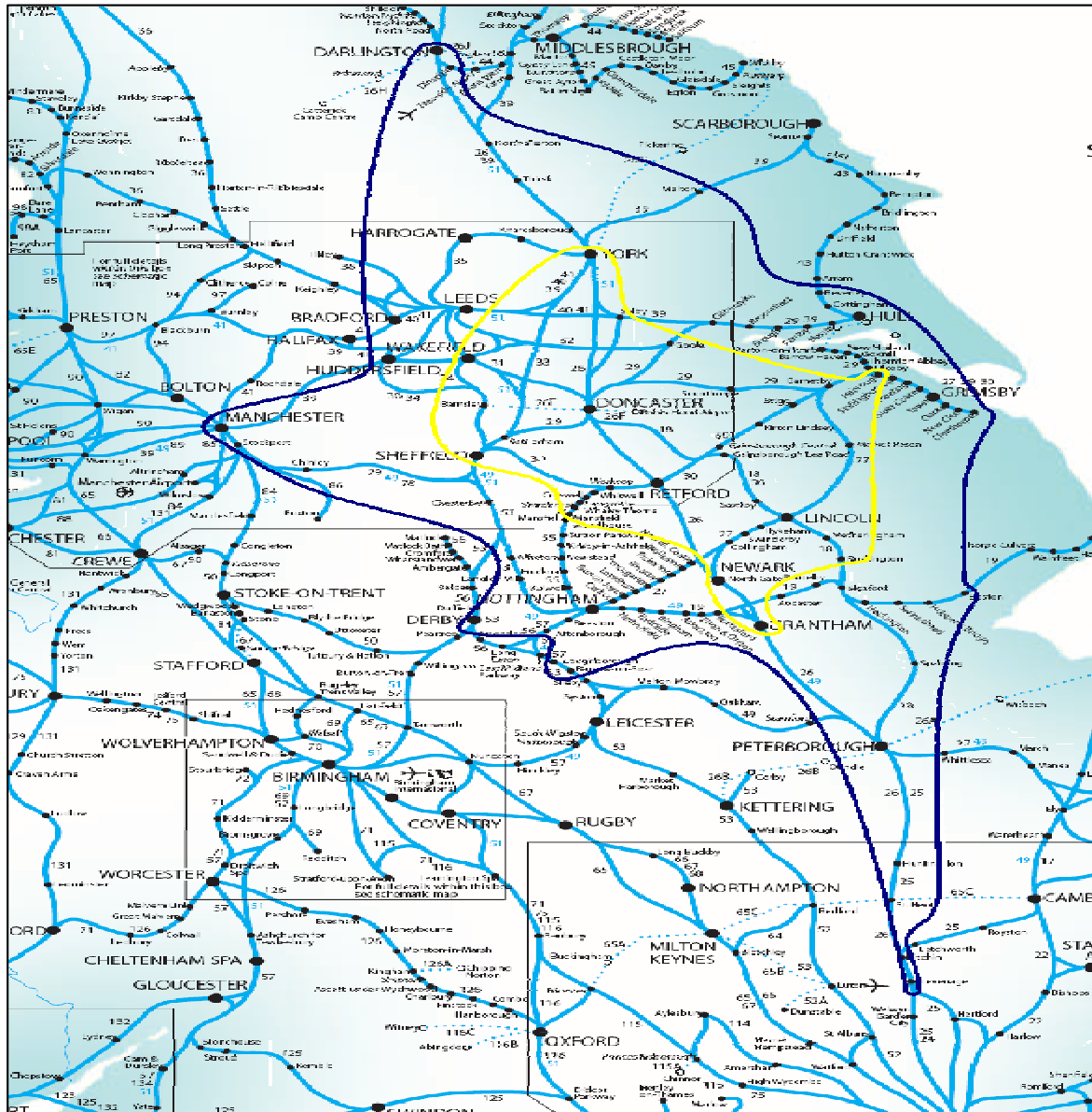


Boston



- 1 hour isochrone
- 2 hour isochrone

Gainsborough Travel Time Isochrones

This map shows the travel time isochrones from Gainsborough. The range of destinations accessible within 1- and 2-hours are shown.

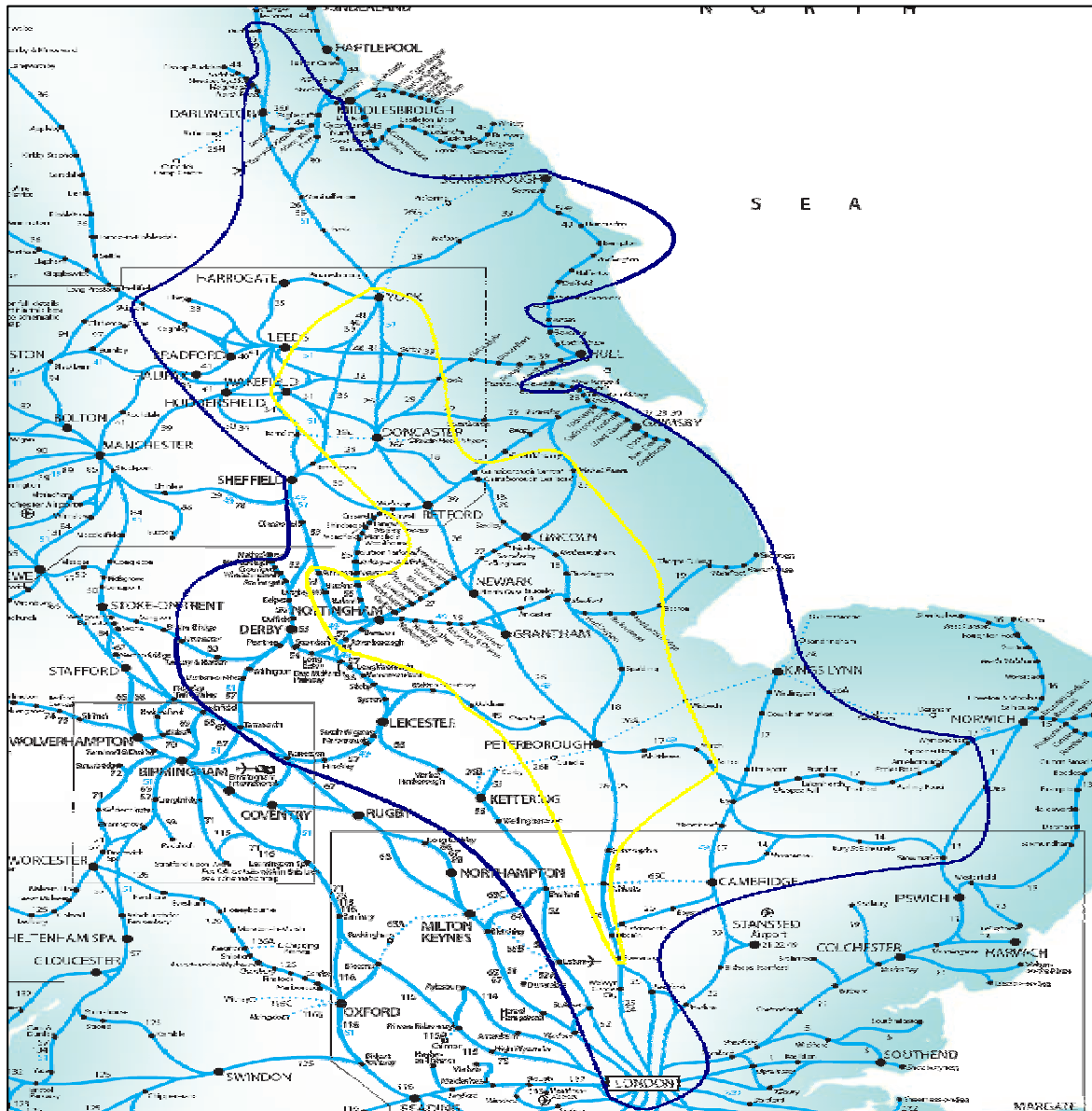


Gainsborough

-  1 hour isochrone
-  2 hour isochrone

Grantham Travel Time Isochrones

This map shows the travel time isochrones from Grantham. The range of destinations accessible within 1- and 2-hours are shown.



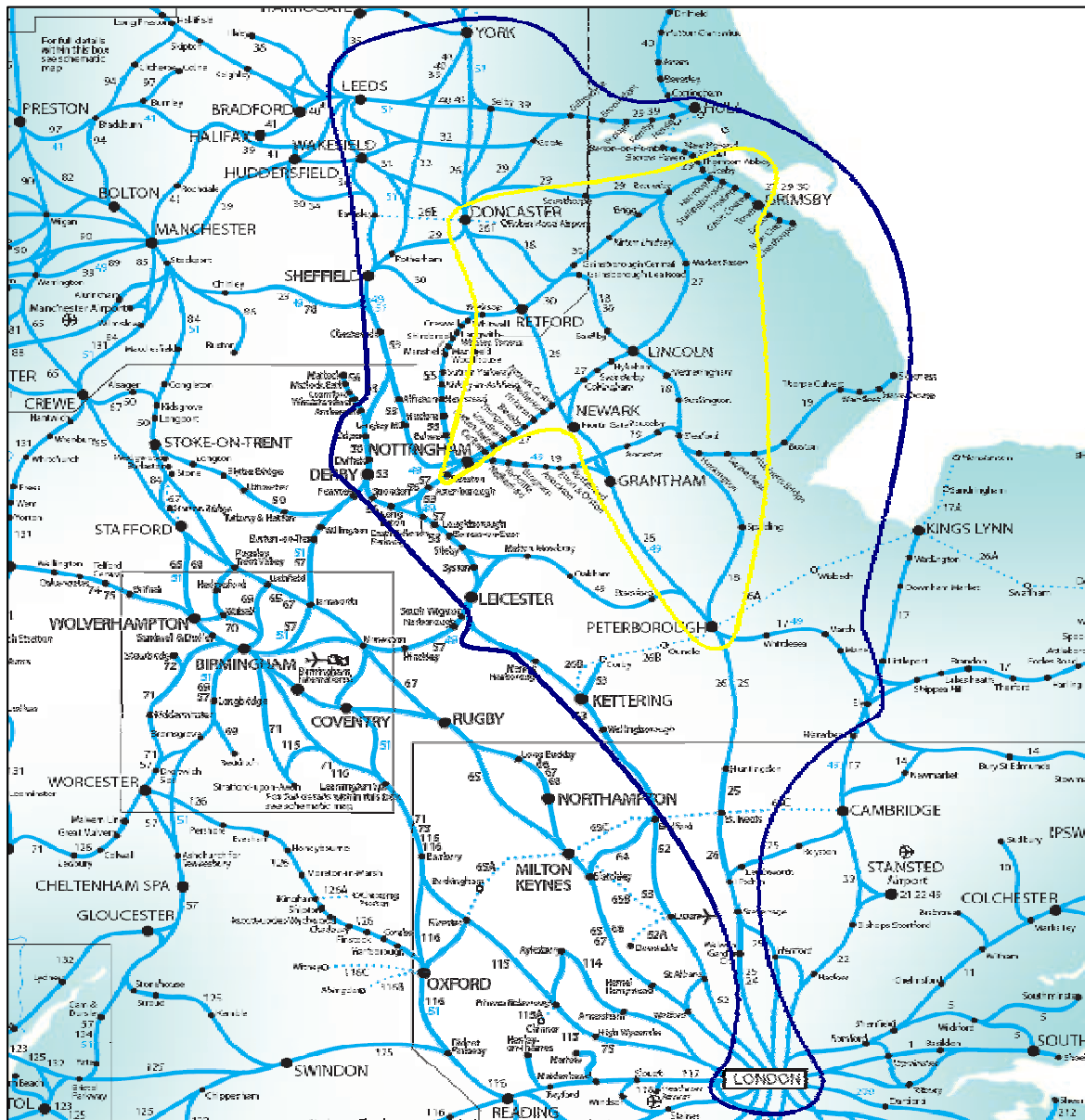
Grantham

 1 hour isochrone

 2 hour isochrone

Lincoln Travel Time Isochrones

This map shows the travel time isochrones from Lincoln Central. The range of destinations accessible within 1- and 2-hours are shown.



Lincoln

- 1 hour isochrone
- 2 hour isochrone

Stamford Travel Time Isochrones

This map shows the travel time isochrones from Stamford. The range of destinations accessible within 1- and 2-hours are shown.



Stamford

- 1 hour isochrone
- 2 hour isochrone

Road Safety at Level Crossings

The tables on the next three pages detail the accident record at level crossings in Lincolnshire. Only crossings where there is a recorded accident are shown. It should be stressed, that of some 180 level crossings in the County (not including field crossings and rambling tracks), only 29 have a recorded accident record. It is these 29 which are shown on the following pages. The various types of Level Crossings (provided by the RSSB) are shown below:

Manual crossings



Manually controlled gate (MCG) This crossing is equipped with gates, which are manually operated by a signaller or crossing keeper either before the protecting signal can be cleared, or with the permission of the signaller or signalling system. At the majority of these crossings, the normal position of the gates is open to road traffic, but on some quiet roads the gates are maintained 'closed to the road' and opened when required if no train is approaching.

Manually controlled barrier (MCB) MCB crossings are equipped with full barriers, which extend across the whole width of the roadway, and are operated by a signaller or crossing keeper before the protecting signal can be cleared. Road traffic signals and audible warnings for pedestrians are interlocked into the signalling system.



Manually controlled barrier protected by closed circuit television (MCB-CCTV) Similar to MCB crossings, except that a closed circuit television (CCTV) is used to monitor and control the crossing from a remote location.

Road Safety at Level Crossings

Automatic crossings

Automatic half-barrier (AHB) AHB crossings are equipped with barriers that only extend across the nearside of the road (so that the exit is left clear if the crossing commences operation when a vehicle is on it). Road traffic signals and audible warnings are activated a set time before the operation of the barriers, which are activated automatically by approaching trains. The barriers rise automatically when the train has passed, unless another train is approaching. Telephones are provided for the public to contact the signaller in case of an emergency or, for example, to ensure it is safe to cross in a long or slow vehicle. These crossings can only be installed where the permissible speed of trains does not exceed 100mph.



Automatic barrier locally monitored (ABCL)

As far as the road user is concerned, this crossing looks identical to an AHB crossing. The difference is that train drivers must ensure that the crossing is clear before passing over it. Train speed is limited to 55mph or less.

PASSIVE CROSSINGS

User-worked crossing (UWC) This crossing has gates or, occasionally, full lifting barriers, which the user must operate prior to crossing. The user is responsible for ensuring that it is safe to cross; hence there must be adequate visibility of approaching trains. Once clear, the user is required to close the gate or barriers. These crossings are often found in rural areas, for example providing access between a farm and fields. They often have an identified user, some of whom keep the crossing gates padlocked to prevent unauthorised access.



Open crossing (OC) At open crossings, which are sited when the road is quiet and train speeds are low, the interface between road and rail is completely open. Signs warn road users to give way to trains. Road users must therefore have an adequate view of approaching trains. The maximum permissible speed over the crossing is 10mph or the train is required to stop at a stop board before proceeding over.



Level Crossings

Crossing Ref.	Crossing name (road name if diff.)	Parish / Town	Rail Mile post	Crossing type	Barrier type (if appropriate)	Controlled from (if manual)	5-year Safety Record	Closure time (where available)
CASTLE LINE (NOB1: Swinderby – Boultham Junction)^[1]								
6	Thorpe-on-the-Hill (Thorpe Rd)	Thorpe-on-the-Hill	27.28	Automatic	Half Barrier		1 x RTA	60 secs
11	Ballast Hole (Footpath)	Lincoln	30.40	User-worked			1 fatality (2007)	
12	Boultham (Skellingthorpe Rd)	Lincoln	31.17	CCTV	Full Barrier	Lincoln	3 x RTA	180 secs
CASTLE LINE (NOB3: Pelham Street Junction – Wrawby Junction)^[2]								
22	Langworth (A158 Wragby Rd)	Barlings	35.25	Manually Controlled	Full Barrier	Langworth SB	1 x RTA	190 secs
26	Snelland	Snelland	32.15	Automatic	Half Barrier		1 fatality (2003)	
39	Moortown (B1205)	South Kelsey	19.34	Automatic	Half Barrier		1 x RTA	
DUKES LINE (SPD3: West Holmes Junction – Gainsborough Trent Junction)^[3]								
48	Stow Park (A1500 Stow Pk R)	Marton	93.13	Manually Controlled	Gates	Stow Park SB	1 x RTA	190 secs
DUKES LINE (MAC3: Gainsborough Trent Junction – Wrawby Junction)^[4]								
54	Northorpe (B1205)	Northorpe	82.17	Manually Controlled	Gates	Northorpe SB	1 x RTA	
EAST COAST MAIN LINE (ECM1: Tallington – Balderton)^[5]								
56	Tallington (A16)	Tallington	84.64	CCTV	Full Barrier	Helpston Gate Box	2 x RTA	220 secs

^[1] Miles from Nottingham (London Road Junction)

^[2] Miles from New Holland

^[3] Miles from Huntingdon via March

^[4] Miles from Manchester London Road via Woodhead Tunnel. Crossings in North Lincolnshire not shown.

^[5] Miles from London Kings Cross

Crossing Ref.	Crossing name (road name if diff.)	Parish / Town	Rail Mile post	Crossing type	Barrier type (if appropriate)	Controlled from (if manual)	5-year Safety Record	Closure time (where available)
POACHER LINE (GRS2: Allington – Boston)								
74	Sudbrook (Rookery Lane)	Ancaster	113.72	Automatic	Half Barrier		1 x RTA	
76	Wilsford (A153)	Wilsford	116.59	Automatic	Half Barrier		1 x RTA	50 secs
80	Quarrington (A153 Grantham R)	Sleaford	118.79	Automatic	Half Barrier		1 x RTA	50 secs
81	Sleaford West (King Edward St)	Sleaford	120.29	Manually Controlled	Gates with Wickets	Sleaford West SB	1 x RTA	
82	Southgate Crossing (B1517 South Gate)	Sleaford	120.60	Manually Controlled	Full Barrier	Sleaford East SB	2 x RTA	150 secs
93	Swineshead Bridge (A17 Station Rd)	Swineshead	130.21	Automatic	Half Barrier		1 fatality (2001)	45 secs
94	Hubberts Bridge (B1192 Station Rd)	Frampton	133.46	Manually Controlled	Gates	Hubberts Bridge SB	1 x RTA	
POACHER LINE (GRS3: Boston – Firsby Junction)^[2]								
96	Broadfield Lane (Broadfield Street)	Boston	107.00	CCTV	Full Barrier	West Street SB	2 x RTA	
97	West Street Junct'n (A52 West Street)	Boston	107.13	Manually Controlled	Full Barrier	West Street SB	1 x RTA	150 secs
108	High Ferry (A16 Boston Road)	Sibsey	111.23	Automatic	Half Barrier		3 x RTA	50 secs
125	Wainfleet By-Pass (A52)	Wainfleet All Saints	4.56	Automatic	Half Barrier		4 x RTA	45 secs
129	Seacroft	Croft	8.02	Automatic	Half Barrier		1 fatality (2006)	

Crossing Ref.	Crossing name (road name if diff.)	Parish / Town	Rail Mile post	Crossing type	Barrier type (if appropriate)	Controlled from (if manual)	5-year Safety Record	Closure time (where available)
REDWING LINE (WEB: Werrington Junction – Spalding)^[1]								
135	Littleworth (A16)	Deeping St. Nicholas	87.6 1	Manually Controlled	Full Barrier	Littleworth SB	3 x RTA	140 secs
139	South Drove (West Road)	Spalding	90.6 3	Automatic	Half Barrier		1 fatality (2009)	
REDWING LINE (SPD1: Spalding – Sleaford)^[2]								
141	Winsover Road (A151)	Spalding	44.1 3	Manually Controlled	Full Barrier	Spalding SB	1 x RTA	155 secs
153	Quadring (Town Drove)	Quadring	51.1 0	Automatic	Half Barrier		1 x RTA	
158	Blotoft (Helpringham Fen)	Helpringham	55.2 5	Manually Controlled	Gates	Blotoft SB	2 fatality (2004)	
REDWING LINE (SPD2: Sleaford – Lincoln)^[3]								
171	Blankney (Moor Lane)	Meth'gham	73.0 3	Manually Controlled	Gates	Metheringham SB	1 x RTA	190 secs
174	Nocton Heath (Byway)	Nocton	75.7 0	User-worked			1 fatality (2002)	
175	Sincil Bank (Gt Northern Terr)	Lincoln	82.1 9	CCTV	Full Barrier	Lincoln	1 x RTA	170 secs

^[1] Miles from Kings Cross

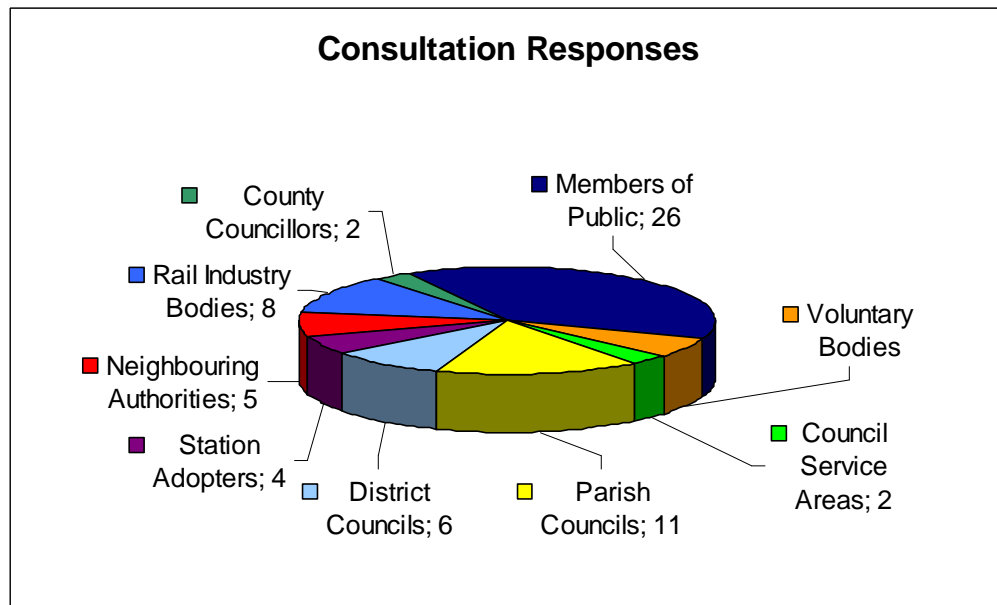
^[2] Miles from Huntingdon via March

^[3] Miles from Huntingdon via March

* The 'normal' position for these crossings is closed to the roadway

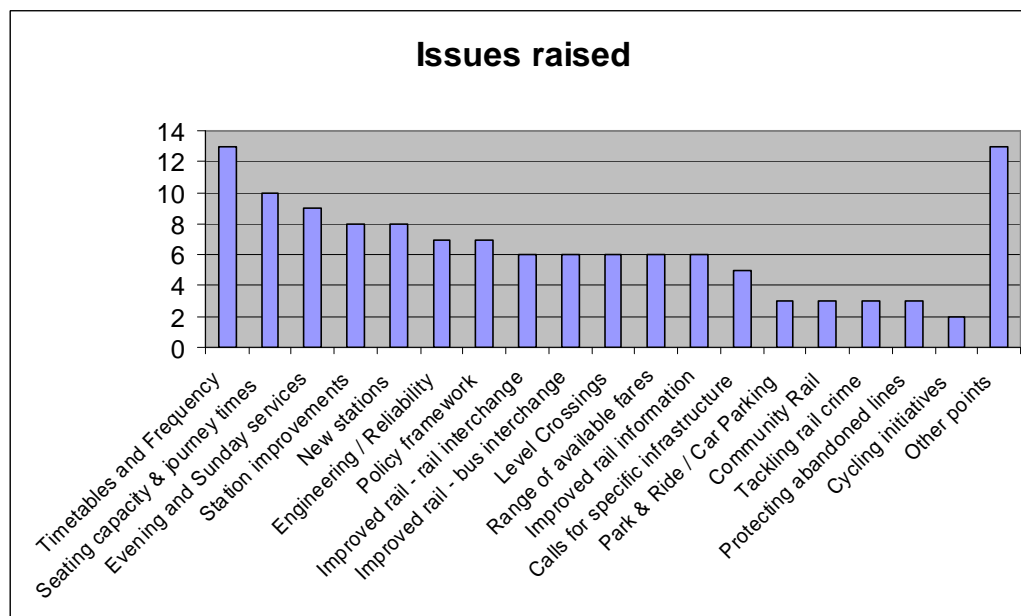
○ Consultation Summary

Consultation on the draft version of this document took place over December 2009 and January 2010. 68 responses to the rail strategy were received. Approximately two-thirds of these expressing strong support for the County Rail Strategy.



The range of issues and how we have revised the strategy is shown on the following pages

○ Consultation Summary



As a result of the consultation, a number of changes were made, including:

- Specific lobbying support for improved Sunday rail services
- Inclusion of action to work in partnership to tackle crime on the railways
- A more detailed analysis on journey times
- A more detailed analysis of reliability issues for rail journeys in Lincolnshire
- A more detailed discussion on growth forecasts for Lincolnshire
- Prioritising access to stations by non-motorised means

In addition, certain comments (such as specific station improvements or bus connections) which, although not appropriate to include within a wider strategy document, the County Council will seek to address as part of the *Station Environments* and *Understanding the Network* themes. These comments include:

- Improved access for mobility impaired passengers and those with heavy luggage, pushchairs at Sleaford.
- Late evening compatibility with bus and train timetables at Lincoln.

Some responses, such as issues on fares and ticketing, are not appropriate for the County Council to comment on, as fares which are not regulated by the Department for Transport are set based on a commercial decision. We will however raise issues with the local train operators where appropriate.

Glossary

ATOC	Association of Train Operating Companies
CO ₂	Carbon dioxide – one of the primary greenhouse gases, which is contributing to climate change. The burning of fossil fuels such as oil is one of the leading causes of increased carbon dioxide.
East Midlands	A region of England comprising Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire, Rutland and the cities of Derby, Leicester and Nottingham.
GVA	Gross Value Added – an economic measure of the value of goods and services without accounting for taxes and subsidies.
HGV	Heavy Goods Vehicle (e.g. lorries)
InterConnect	High-quality public transport network in Lincolnshire (predominantly bus-based) offering regular journeys throughout the day on high-quality, accessible vehicles and infrastructure.
PUA	Principal Urban Areas – in the East Midlands this means the built-up areas around Derby, Leicester, Lincoln, Northampton and Nottingham.