



County Offices
Newland
Lincoln
LN1 1YL

16 May 2022

Environment and Economy Scrutiny Committee

A meeting of the Environment and Economy Scrutiny Committee will be held on **Tuesday, 24 May 2022 at 10.00 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in cursive script that reads 'Debbie Barnes'.

Debbie Barnes OBE
Chief Executive

Membership of the Environment and Economy Scrutiny Committee (11 Members of the Council)

Councillors R Wootten (Chairman), M A Griggs (Vice-Chairman), A J Baxter, M D Boles, I D Carrington, I G Fleetwood, A G Hagues, Mrs J E Killey, H Spratt, G J Taylor and L Wootten

**ENVIRONMENT AND ECONOMY SCRUTINY COMMITTEE AGENDA
TUESDAY, 24 MAY 2022**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting held on 12 April 2022	5 - 10
4	Announcements by the Chairman, Executive Councillors and Lead Officers	
5	Local Transport Plan V - Zero Carbon Target <i>(To receive a report by Dan Clayton, Sustainability Manager, and Jason Copper, Transport & Growth Manager, which enables the Committee to review how the new Local Transport Plan V will assist in meeting the Net Zero Carbon targets that the Council has set and the actions that the Local Transport Plan will introduce to reduce transport related carbon dioxide emissions)</i>	11 - 154
6	Greater Lincolnshire Internationalisation Strategy and Action Plan 2022-2024 <i>(To receive a report by Samantha Harrison, Senior Performance Officer, and Simon Murphy, Senior Project Officer – Growth, which enables the Committee to consider the work undertaken to date to develop the draft Greater Lincolnshire internationalisation Strategy and accompanying Action Plan)</i>	155 - 214
7	Environment and Economy Scrutiny Committee Work Programme <i>(To receive a report by Kiara Chatziioannou, Scrutiny Officer, which enables the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)</i>	215 - 220

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Please note: for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above.

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Environment and Economy Scrutiny Committee on Tuesday, 24th May, 2022, 10.00 am \(modern.gov.co.uk\)](#)

All papers for council meetings are available on:
<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**ENVIRONMENT AND ECONOMY SCRUTINY
COMMITTEE
12 APRIL 2022**

PRESENT: COUNCILLOR R WOOTTEN (CHAIRMAN)

Councillors M A Griggs (Vice-Chairman), M D Boles, I G Fleetwood, A M Hall, Mrs M J Overton MBE, H Spratt, G J Taylor and L Wootten

Councillors I Carrington, C Davie and T Dyer, attended the meeting as observers

Officers in attendance:-

Adrian Winkley (Minerals & Waste Policy and Compliance Manager – Planning), Chris Miller (Deputy Head of Environment), David Hickman (Head of Environment), Justin Brown (Assistant Director – Growth), Kiara Chatziioannou (Scrutiny Officer), Matthew Harrison (Flood and Water Manager), and Thomas Crofts (Democratic Services Officer)

61 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

An apology for absence was received from Councillor A Hagues.

It was reported that, under Regulation 13 of the Local Government Committee and Political Groups) Regulation 1990 that the following substitutions applied for this meeting only.

- Councillor Mrs M Overton MBE replaced Councillor A Baxter
- Councillor A Hall replaced Councillor I Carrington

62 DECLARATIONS OF MEMBERS' INTERESTS

No declarations of members' interest were made at this stage of the proceedings.

63 MINUTES OF THE PREVIOUS MEETING HELD ON 22 FEBRUARY 2022

RESOLVED:

That the minutes of the Environment & Economy Scrutiny Committee meeting held on 22 February 2022 be approved and signed by the Chairman as a correct record.

64 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND LEAD OFFICERS

Councillor Davie, Executive Councillor for Economic Development, Environment and Planning, made the following announcements:

- Financial institutions were starting to anticipate a global recession in 2023.
- A delegation had attended the UK Food Valley and South Lincolnshire Food Enterprise Zone, championing food value growth, food sector growth, tourism investment and alternative fuel.
- The Holbeach Food Hub was within budget on programme for hand over in July 2022.
- November saw the launch of the UK Food Valley initiative with the Greater Lincolnshire Local Enterprise Partnership.
- The Skegness Countryside Business Park extension was soon to commence, which provided small commercial units for local businesses.
- The Huttoft Boat Shed Café had officially opened, which helped raise the quality and seasonal extension of the coast's tourism offer and visitor economy.
- The Visit Lincolnshire tourism conference took place on 22 March 2022, attended by approximately 170 visitor economy businesses. The green tourism toolkit was launched at the event and was positively received by businesses and speakers.
- Green pilot workshops were to follow between May and December for the benefit of local businesses.
- Workshops on becoming a Council supplier were to be launched at the end of the month, which aimed to explain public sector contract regulations, new procurement pipelines and how to identify supply chain opportunities to local businesses.

Members were asked to help promote these workshops and events to the local business community.

65 FLOOD AND COASTAL RESILIENCE PROJECT - THE GREATER LINCOLNSHIRE
GROUNDWATER PROJECT, SUBMISSION OF OUTLINE BUSINESS CASE

Consideration was given to the report by Matthew Harrison, Flood and Water Manager, which enabled the Committee to review the Greater Lincolnshire Groundwater Project and Outline Business Case, and make any additional recommendations prior to a key decision being taken by the Executive Councillor for Economic Development, Environment and Planning between 15 - 29 April 2022. The Committee was advised of the following:

- The project was the result of a partner and stakeholder submission to the Department for Environment, Food and Rural Affairs for funding of £7.5 million.
- The project aimed to investigate ground water flooding in Lincolnshire to better inform risk strategies and identify opportunities to resolve issues.
- Ground water flooding was currently the least understood flood risk in Lincolnshire.
- An outlined business case needed to be submitted by the end of April in order to secure the funding, which would be drafted following inputs from this Committee and decision by the Executive Councillor for Economic Development, Environment and Planning.

During consideration of this item, the Committee raised some of the following comments:

- Members echoed that the report was very comprehensive, exceedingly well written and paved a great way forward and congratulated Officers for their efforts.
- Members recognised that a partnership approach was adopted for the whole of Greater Lincolnshire, however, asked for clarity around how it was ensured that in addition to large projects, funds would be used to tackle issues in small villages which had experienced significant flooding. The project did not set out to address specific issues in the county, rather aimed to develop learning and understanding of the effects of groundwater and what that meant as to use, that when issues emerge in the county by enabling the roll out of works on the ground to mitigate issues emerging from groundwater. The areas initially identified were Scopwick, Grimsby and Barton and Barrow Upon Humber across three authority areas where groundwater issues had previously been identified. Community engagement in terms of warning and informing to ensure preparedness against the effects of groundwater was to be ensured.
- Potential opportunities to harness groundwater either for environmental benefits or for increased water capacity were to be studied.
- Members noted concerns related to potential for coastal inundation and the risks of flooding and other defences of water courses failing. Hydraulic pressure being a major force may infiltrate the foul water drains and overflow into properties. Specific examples of areas similar in terms of geology and hydrology to Scopwick were mentioned, with emphasis on the complexity of issues emerging from groundwater, which required a great level of understanding before implementing any mitigations.
- Members were pleased to see that the project viewed groundwater as a resource to be managed rather than as a problem to be mitigated.
- 25 other local areas had been successful in bidding for funds across the country. Two major projects focused on groundwater: the Groundwater Resilience and Community Engagement project, located in Buckinghamshire, and the Sunderland and East Durham Ground Water Stations in North East Durham. Links had been made with project leads in those areas for information to be shared and learning to be taken between those projects. Other projects looked at different types of flooding issues and water resource problems. Further liaisons will be made to extract learning from these areas as well.

RESOLVED:

1. That the Committee unanimously supported the recommendations to the Executive Councillor for Economic Development, Environment and Planning as set out in the report.
2. That the Committee agrees that comments be passed on to the Executive Councillor for Economic Development, Environment and Planning in relation to this item.

66 LINCOLNSHIRE MINERALS AND WASTE LOCAL PLAN: ISSUES AND OPTIONS FOR UPDATING THE PLAN

Consideration was given to the report by Adrian Winkley, Minerals & Waste Policy and Compliance Manager – Planning. The following matters were highlighted:

- The adopted Lincolnshire Minerals and Waste Local Plan (LMWLP) was in two parts:
 - a) The Core Strategy and Development Management Policies, which set out the key principles to guide the future winning and working of minerals and the form of waste management in the county up to the end of the year 2031.
 - b) The Site Locations document which included specific proposals and policies for the provision of land for minerals and waste development.
- The LMWLP formed part of the statutory development plan for the county, alongside the district local plans and neighbourhood plans.
- It was a statutory requirement that planning applications were determined in accordance with the development plan unless material considerations indicated otherwise.
- Performance of the policies in the LMWLP were monitored to assess whether applications were being determined in full accordance with the plan. A recent review found that 11 policies were not fully effective, and so needed to be updated. However, to improve the clarity and consistency of policies in the LMWLP, the full County Council had authorised the updating of the whole plan.
- The process for updating the plan was outlined to Members with an anticipated timeline as follows:
 - a) Seek approval from the Executive to go out to consultation with the Issues and Options Document commencing in June.
 - b) Consult on a Preferred Approach in Spring 2023.
 - c) Consult on the proposed submission version of the new LMWLP in Spring 2024.
 - d) Submit the final draft to the Secretary of State together with the consultation responses in Summer 2024.
 - e) Hold Examination Hearings in Autumn 2024.
 - f) Seek adoption of the new LMWLP by the full County Council in Winter 2024/2025.
- The Issues and Options stage was the first formative stage of plan making and identified issues for consideration together with options for improving the plan. It proposed to roll the plan forward to cover the period to the end of 2040.
- It was proposed to base the future level of aggregate provision on the latest Local Aggregate Assessment. It was proposed that this would be partially met by carrying forward existing allocations in the adopted plan where appropriate. Any remaining shortfalls would then be met from new allocations.
- To facilitate this approach, it was proposed to undertake a “call for sites exercise” to run alongside the consultation on the Issues and Options document. This invited interested parties to nominate sites for future mineral working. Nominated sites would then be assessed in accordance with the Proposed Site Selection Methodology.
- A new Waste Needs Assessment had been prepared which indicated that there will be no waste management capacity gaps up to 2045 and that the county will remain net self-sufficient. Despite this, it was anticipated that new sites will be required for a number of reasons including: the closure of existing sites; the emergence of new

technologies, changes in cross boundary movements, and the need to promote the proximity principle.

- Emerging issues from the Review included:
 - Whether the current requirement for Associated Industrial Development at or adjacent to mineral sites to have “close links” with the associated mineral working should be less stringent.
 - Whether the current requirements for the Safeguarding of Mineral Resources against sterilisation from non-minerals development should be more proportionate.
 - Whether the Council’s strict approach against the infilling of mineral workings with inert waste should be relaxed in certain circumstances.
- Approval was being sought from the Executive to undertake consultation on the Issues and Options document, the Proposed Site Selection Methodology, and associated documents. This was to commence in June, run for a period of at least six weeks, and be carried out in accordance with the County Council’s adopted Statement of Community Involvement.

Members considered the report and the following matters were discussed:

- Members noted that whilst the documents would be subject to public consultation, it was important that local views be given proper consideration. In this respect, it was pointed out that for a recent application for mineral extraction near Ancaster, the public and parish councils had raised concerns about dust, vibration and lorry movements but they felt these had not been taken into account. Officers advised that the Issues and Options document emphasised key aspects of national policy. This helped manage expectations as the updated plan needed to be in conformity with national policy to be sound and legally compliant.
- Members advised that the adopted plan had been effective and commended its usefulness as a tool to the planning system. The updating of the plan was welcomed with a complete, open and transparent analysis of new site allocations.
- Members questioned whether inert waste was needed for the infilling of former mineral workings given that such workings should be restored swiftly. Officers advised that this matter would be given careful consideration.
- Members enquired about how a new quarry affecting the water table around a neighbouring wildlife area would be assessed; and questioned whether industrial development such as cement factories should always be allowed near quarries as they could have significant impacts. Officers explained that impacts on the environment and amenity were covered primarily by the Development Management Policies of the plan rather than the Core Policies, but that these were linked to the Core Policies. Therefore, neither new mineral workings nor industrial development where the impacts could not be mitigated to acceptable levels would accord with the existing Core Policies.
- Members noted that the spatial strategy seeks to locate waste management facilities in and around the main urban areas in line with the proximity principle but pointed out that smaller settlements also produced waste so needed recycling facilities.

Officers advised that the adopted plan include a policy for small scale waste development outside the main urban areas.

RESOLVED:

1. That the Committee support the recommendations to the Executive as set out in the report.
2. That the Committee's comments be passed on to the Executive in relation to this item.

67 ENVIRONMENT AND ECONOMY SCRUTINY COMMITTEE WORK PROGRAMME

Consideration was given to a report by Kiara Chatziioannou, Scrutiny Officer, which invited the Committee to consider and comment on the content of its own work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit.

Members requested that a visit to Gibraltar Point Visitor Centre planned for the next Committee meeting was moved to a future meeting. The Chairman advised that a future meeting was being planned later in the year.

RESOLVED:

That the work programme presented be received subject to the amendment identified to the agenda for the next Committee meeting.

The meeting closed at 11.04 am



Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Environment and Economy Scrutiny Committee
Date:	24 May 2022
Subject:	Local Transport Plan V – Zero Carbon Target

Summary:

This report sets out how transport is the largest source of carbon dioxide emissions in the Lincolnshire County Council area and compares emission levels with the regional and national picture.

The report provides details on how the new Local Transport Plan V will assist in meeting the Net Zero Carbon targets that the Council has set and the actions that the Local Transport Plan will introduce to reduce these transport related carbon dioxide emissions.

Actions Required:

The Environment and Economy Scrutiny Committee is asked to:

- (1) consider and comment on:
 - a. the work carried out to quantify the carbon dioxide emissions across the county and support the work that is underway through the Local Transport Plan V and the Green Masterplan to reduce these emissions;
 - b. proposed actions set out to help tackle carbon emissions;
- (2) agree to pass their views and any additional recommendations towards meeting Green Master Plan targets with the Executive Councillor for Economic Development, Environment and Planning and the Executive Councillor for Highways, Transport and IT, for their consideration.

1. Background

Carbon Dioxide Emissions from Transport in Lincolnshire

The UK government has set a national target to reach net zero carbon by 2050 as part of its response to the United Nations Paris Agreement on tackling climate change. The County Council has also adopted 2050 as its target date to reach a net zero carbon level.

Data provided by the Department for Business, Energy and Industrial Strategy (BEIS) shows that the transport sector is the largest source of carbon dioxide emissions for the whole economy across the Lincolnshire County Council area. In 2019 (the latest full year of available data) transport accounted for 32.7% of total carbon dioxide emissions in the county. The total amount of carbon dioxide emissions from the transport sector in Lincolnshire in 2019 was 1.445 million tonnes.

Figure One shows the carbon dioxide emissions for each sector of the economy for the period from 2005 to 2019.

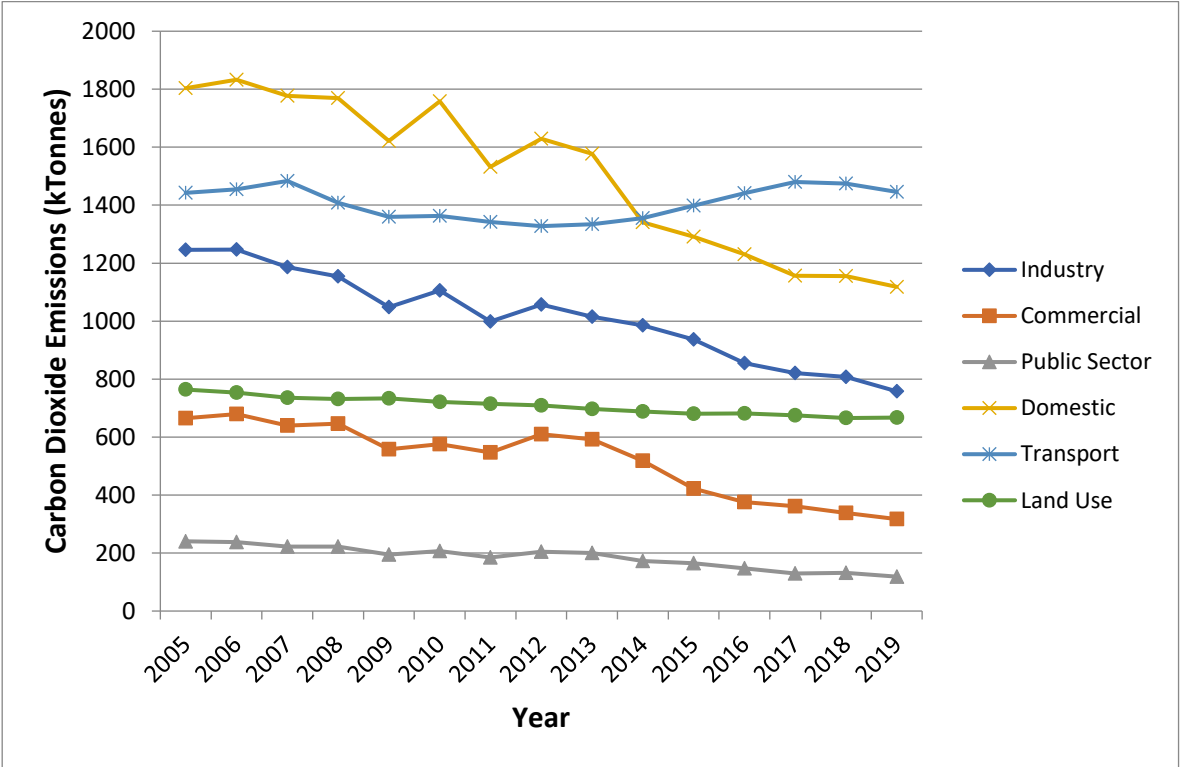


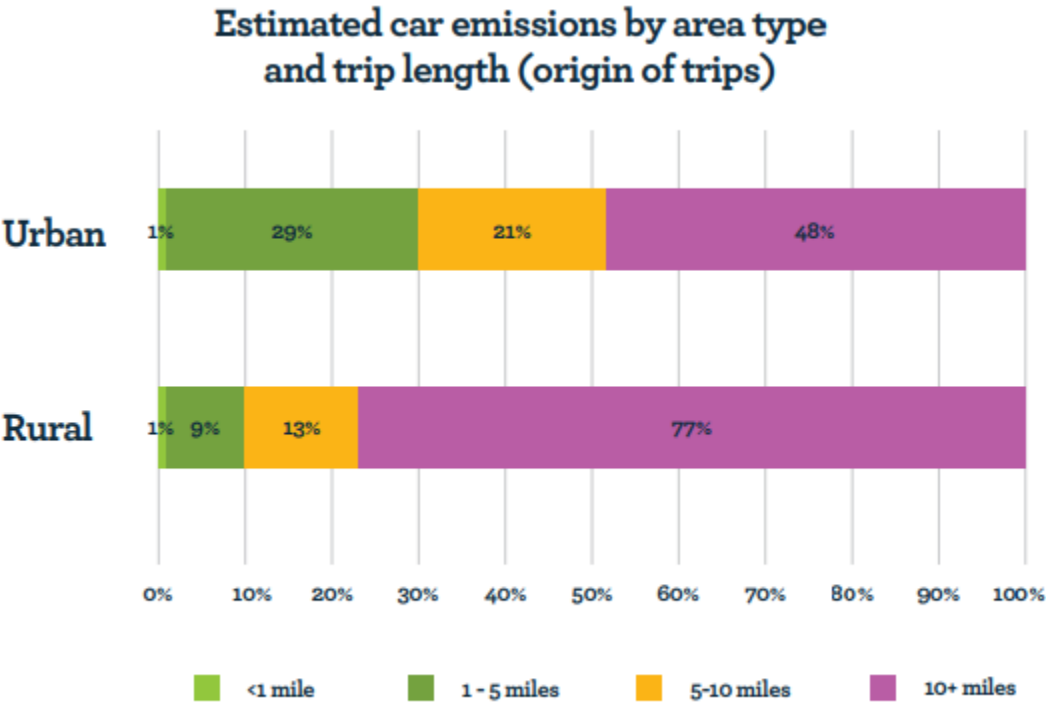
Figure One: Carbon Emissions in Lincolnshire by Sector – 2005 to 2019 (Source BEIS)

The emissions from the transport sector have remained largely static over the data period, at around 1.4 million tonnes per annum. Over the same period other sectors of the economy have begun to decarbonise. The falls in emissions from the other sectors are due to electricity grid decarbonising. The closure of coal fired power stations and the move to renewable electricity generation and gas, which has lower carbon emissions than coal, has significantly reduced emissions associated with electricity usage.

In the transport sector most of the fuel used is in the form of petrol and diesel and therefore there has not been the same level of decarbonisation seen in the electricity sector. Over the period from 2005 vehicle engines have become more efficient, however the size of cars has tended to increase, as larger vehicle types such as Sports Utility Vehicles have become much more popular. In addition, the population of Lincolnshire has increased since 2005 – rising from 677,000 in 2005 to 761,000 in 2019, resulting in an increase in road use and miles travelled in the county.

Another area that has impacted on transport emissions is van usage, which has increased by over 70% since 2000. This increase has been due to the increased demand for deliveries due to internet shopping.

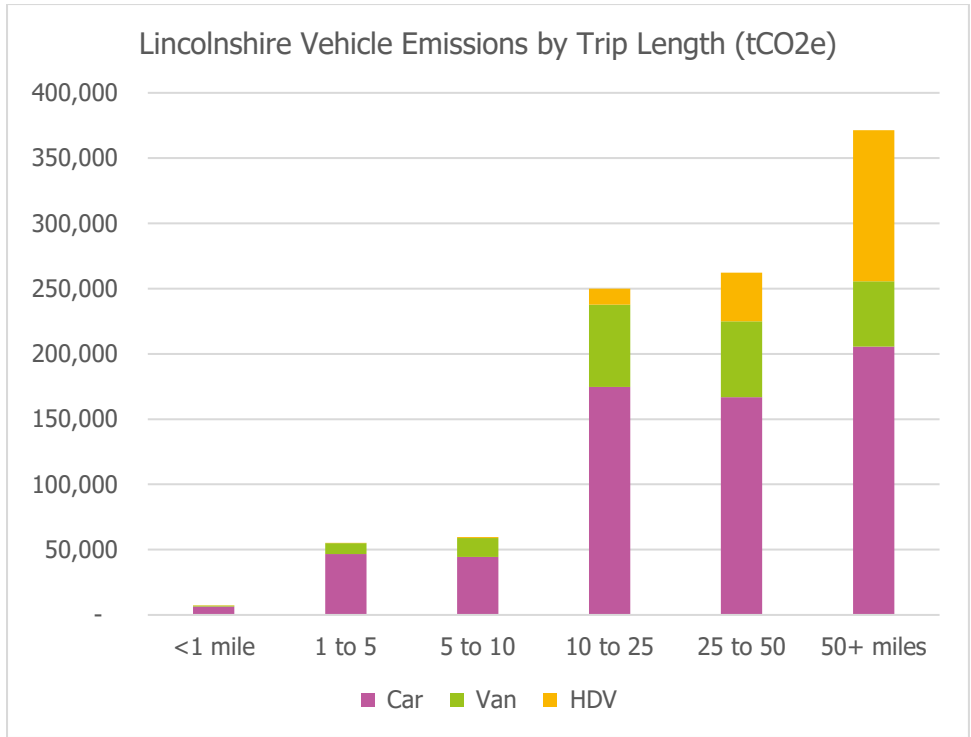
The rural nature of the county means that large numbers of residents must commute long distances to work by road vehicle, adding to the transport related carbon dioxide emissions in the county. There is a strong urban and rural divide in transport carbon dioxide emissions. For example, transport carbon dioxide emissions per person in the urban City of Lincoln Council area are 0.62 tonnes of carbon dioxide per person per annum. For the rural East Lindsey District Council area, the figure is 1.93 tonnes of carbon dioxide per person per annum.



Source: Midlands Connect Carbon Baseline Tool

Figure Two: Midlands Connect Car Emission and Trip Length

Research from Midlands Connect shows that rural drivers are much more likely to make car journeys of over ten miles and that these trips are responsible for over three quarters of their car related carbon dioxide emissions.



Source: Midlands Connect

Figure Three: Carbon Dioxide Emissions by Trip Length

Figure Three shows that journeys of over ten miles are responsible for the bulk of the transport related emissions in the county.

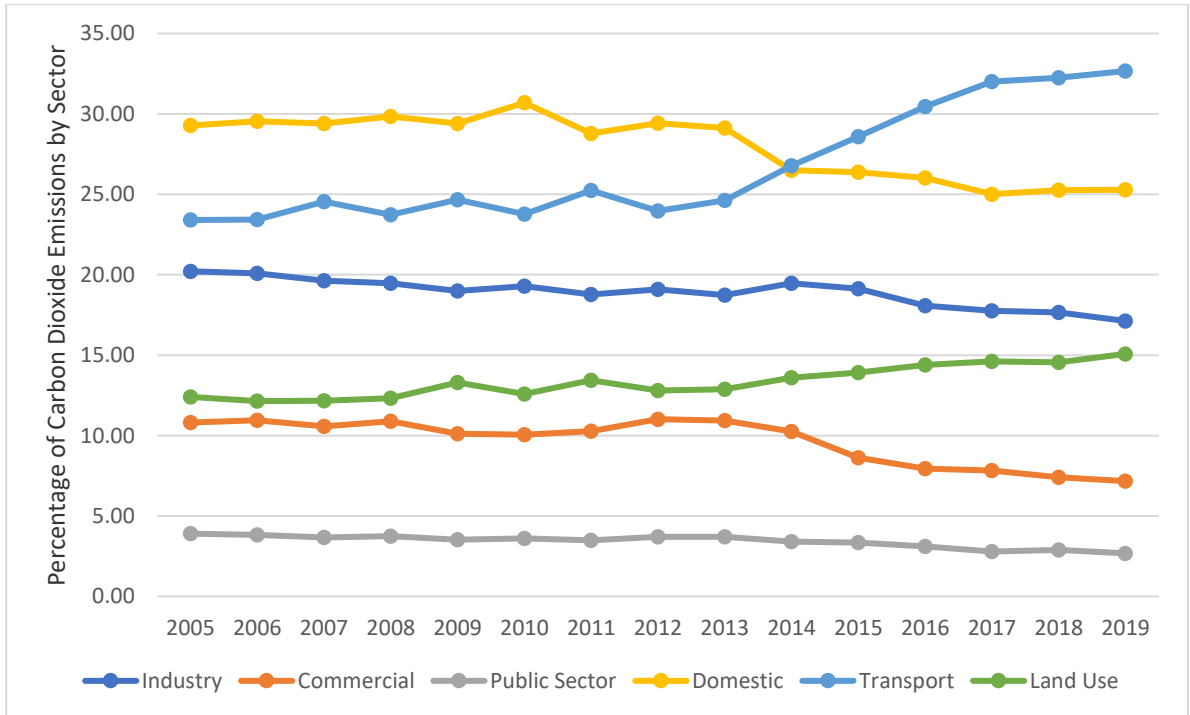


Figure Four: Percentage Lincolnshire Carbon Dioxide Emissions by Sector

Figure Four shows that the proportion of the county’s carbon dioxide emissions coming from transport has risen from around 23% of the total in 2005 to around 33% of total carbon dioxide emissions in 2019.

When compared to the national picture transport makes up a larger proportion of carbon dioxide emissions in Lincolnshire than nationally. Transport produced 27% of the UK’s total emissions in 2019. Of this, the majority (91%) came from road transport vehicles (111 million tonnes of Carbon Dioxide). The biggest contributors to this were cars and taxis, which made up 61% of the emissions from road transport (68 MtCO₂e), followed by Heavy Goods Vehicles (HGVs) (18% of road transport emissions, 19.5 MtCO₂e) and vans (17% of emissions, 19 MtCO₂e).

2. Electric Vehicle Uptake and Charging Infrastructure in Lincolnshire

Sales of electric vehicles within Lincolnshire are behind the national level but have started to grow rapidly. At the end of 2020 0.44% of registered vehicles in Lincolnshire were classed as being Ultra Low Emission Vehicles (ULEVs) compared to a national level of 1.08%. This equated to 3,652 electric vehicles being registered in the county at the end of 2020.

In 2021 there were 190,727 registrations of battery electric vehicles (BEVs) across the UK, (11.6% of all new car sales), while plug-in hybrid electric vehicle (PHEVs) made up 7% or 114,554 cars. March 2022 saw the highest volume of BEV registrations ever recorded in a single month, with 39,315 new zero emission cars – an increase of 78.7% on the previous year.

Local Authority	Total public charging devices	Total public rapid charging devices	Charging devices per 100,000 population
Boston	48	7	67.8
East Lindsey	54	6	38
Lincoln	62	13	62
North Kesteven	15	1	12.7
South Holland	12	0	12.5
South Kesteven	45	26	31.4
West Lindsey	21	10	21.8
Lincolnshire Total	257	63	33.5

Source: Department for Transport and Zap Map

Figure Five: Electric Vehicle Charging Points by Lincolnshire District - April 2022

Boston has the highest concentration of publicly available electric vehicle charging points in the County. With the lowest levels of public charge points in South Holland and North Kesteven.

For England the figure is 45.8 public charging points per 100,000 population and the East Midlands figure is 33.4 charge points per 100,000 population.

The Council commissioned a report on the required electric vehicle infrastructure for the county from WSP. This report is part of the supporting documents for the new Local Transport Plan V and makes recommendations on the number of public charging points that will be required - 3,394 electric vehicle charging points by 2030 across Greater Lincolnshire

Road freight is likely to require the use of internal combustion engines for a considerable time. The Government's Zero Carbon Roadmap for Transport indicates that the sale of diesel HGVs will only be phased out from 2040. In order to support lower carbon options in the freight sector Business Lincolnshire has been supporting a company that is looking to open biodiesel filling stations for HGVs in Grantham and Spalding.

3. National Policy Responses to Decarbonising Transport

In 2021 the Department for Transport published their plans for getting to a net zero carbon transport system in their report "Decarbonising Transport - A Better, Greener Britain". The key policies in the plan that will assist in reducing carbon emissions from transport in Lincolnshire are:

- New diesel and petrol cars and vans will no longer be sold from 2030, and that all new cars and vans must be fully zero emission at the tailpipe from 2035 (effectively a ban on the sale of new hybrid cars from 2035)
- A consultation on ending the sale of all non-zero emission HGVs from 2040, with lighter HGVs from 2035.
- A consultation on setting phase-out dates for all non-zero emission road vehicles, with 2040 as a backstop
- Organisations representing more than 95% of the UK's bus industry have pledged to only invest in low-emission vehicles from 2025

The Decarbonising Transport report also includes a section on looking at alternative fuels for vehicles, such as hydrogen and biofuels. Hydrogen has a high potential for Lincolnshire due to main UK production facilities being located on the South Humber Bank. There is a strong potential to produce biofuels from agricultural waste streams.

The government consulted on a new Low Carbon Fuels Strategy in early 2022 and is expected to publish full details on their proposals later this year. The new Strategy is expected to include incentives for the production of hydrogen.

4. Local Transport Plan V - Actions to Reduce Carbon Emissions in Lincolnshire

Local Transport Plan V was approved and adopted by Full Council on 18th February 2022. Members will recall that it includes a number of specific objectives and policies aimed at addressing the issue of carbon reduction throughout the transport network. Additionally, the Department for Transport (DfT) have highlighted a broadening role for LTPs in recent

policy announcements, with greater emphasis being placed on the document as part of the Decarbonisation of Transport and Bus Service Improvement Plans. The direction of travel for LTPs is that they are to become the cornerstone of local transport policy and are likely to form the basis and evidence for future government investment in local highways and transport. Decarbonising transport is a significant policy objective set out by central government that needs to be reflected in LTPs.

LTP V has been built upon the foundations of existing Council policy including the Corporate Plan and Green Master Plan as well as taking account of the wider spatial planning requirements laid out in the numerous Local Development Plans across Lincolnshire.

As a result of this broad policy base, 6 key and interwoven themes were identified including:

1. Supporting Economic Growth;
2. Future Ready Green Transport (Climate Change);
3. Promoting Thriving Environments;
4. Supporting Safety, Security and a Healthy Lifestyle;
5. Promoting High Aspirations; and
6. Improving the Quality of Life.

Decarbonisation is in many ways central to all these themes and provides an excellent opportunity to weave this crucial policy objective throughout all future transport and highway investment.

Following adoption of LTP V three workstreams and action plans that support decarbonisation have been prioritised for development and are now ready to move forward, this paper provides an opportunity for them to be scrutinised. It should be noted that many other aspects of LTP V are taking place to support decarbonisation, but the focus of this paper is on the three specific workstreams below.

Electric Vehicle Charging Infrastructure

LTP V had a number of supporting strategies, including one on Electric Vehicles (EV) and alternative fuels. The pace of change in this area has been dramatic and even in the few months since LTP adoption much has moved forwards.

The role of EVs is rapidly changing not just in the UK but also across Lincolnshire. The growth in sales of new EVs is rising at an ever-increasing rate. In 2021, 190,000 battery-powered electric vehicles (BEVs) were sold in the UK. This was more than the five previous years combined, and nearly 1 in 8 of all new cars sold. It is predicated by the end of 2024 this could be as high as 1 in 2.

Number of new plug-in registrations by month

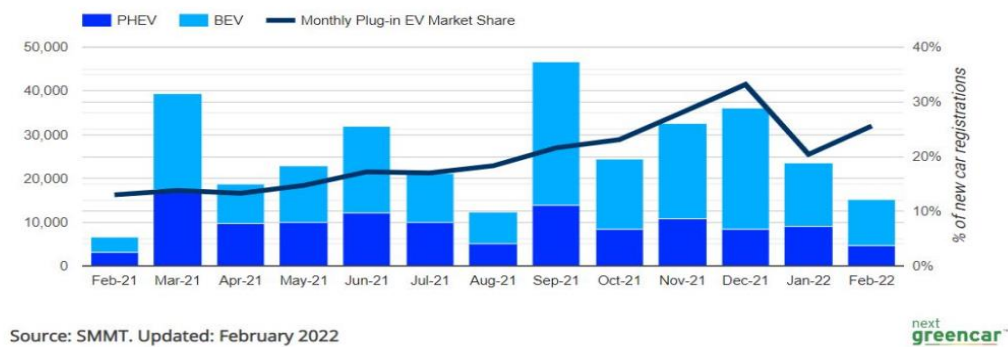


Figure Six: Number of new plug-in registrations by month

The DfT launched its new EV infrastructure Strategy on 25 March 2022 with the stated ambition of delivering 300,000 to 500,000 public chargers by 2030 aimed at supporting two key priorities: to enable long distance journeys and to support those without off-street parking.

It also contains 6 goals:

1. Everyone can find and access reliable public chargepoints wherever they live – be that city centre or rural village, urban flat or suburban house, in the north, south, east, or west of the country. Charging opportunities will not be limited by income or location.
2. Effortless on and off-street charging for private and commercial drivers is the norm – easy overnight charging is, and will remain, the default for those with driveways. But charging should be just as convenient and stress-free for those who currently park on street. This must extend beyond privately owned cars; those who drive vans and commercial vehicles must also have access to chargepoints that meet their needs.
3. Fairly priced and inclusively designed public charging is open to all – there will be vibrant competition across the charging sector with choice in provider and type of charging, and open data on pricing and availability. Streets will not be cluttered by trailing charging cables.
4. Market-led rollout for the majority of chargepoints delivers a thriving charging sector – the sector is booming now with smart UK SMEs driving the pace of change and forcing big corporates to adapt. By 2030, this will represent a huge global opportunity for UK Plc. A thriving competitive market will help to drive down costs for consumers.
5. Infrastructure is seamlessly integrated into a smart energy system – to minimise the impact of the EV transition on the grid (both distribution and generation), but also to offer the lowest cost tariffs to consumers and to capitalise on the exciting opportunities of ‘Vehicle-to-Grid’.
6. Continued innovation to meet drivers’ needs lowers cost and increases convenience – because although the fundamentals of delivering electricity to charge batteries will not change, the charging landscape of 2030 will be very different. We are already seeing startling innovation in both technology (speed, smartness and delivery method) and business models (from peer-to-peer charging to portable tariffs).

The national strategy acknowledges there are challenges, and it is fair to say we would recognise some of this at the local level:

- The pace of rollout is too slow;
- Too often, public charging lets people down (by that they mean publicly accessible rather than publicly funded);
- The business case for commercial deployment can be challenging;
- Connecting new chargepoints to the electricity system can be slow and expensive; and,
- We need more local engagement, leadership, and planning.

To help overcome this government have announced a new funding stream known as Local Electric Vehicle Infrastructure (LEVI) fund. Working with Midlands Connect and 4 other local authorities, Lincolnshire County Council are leading a bid for the pilot part of this funding stream, it should be noted this fund is for on-street chargers in mainly residential locations. The details of this bid are currently being worked up but if successful the first set of on-street chargers could be making an appearance before the end of the year. Crucial to this pilot will be site selection and work on identifying the most suitable locations is starting with criteria including identified demand from residents, suitable power availability, propensity of future uptake of EV and public acceptance. The Executive Member for Transport and Highways is being briefed weekly on the bid's development.

Improving Access to Rail Stations

Encouraging more passengers to use public transport is a key plank in helping reduce the carbon footprint of transport. Rail in particular is ideally suited for longer distance trips and regular journeys. Lincolnshire is unfortunately not blessed with an intensive rail network but most of our key urban areas do have stations and improving barriers to accessing them is one proven way of increasing rail usage and passenger flows, this in turn supports business cases for further improvements and so creates a virtuous circle.

To that end as part of a first tranche of work to test the methodology, 5 stations across Lincolnshire have had accessibility improvement plans developed for them, these include:

- Grantham
- Skegness
- Market Rasen
- Gainsborough Lea Road and
- Ancaster

These plans will be placed on the appropriate Local Transport Board agendas for discussion and review before building them into the local area transport strategies. The full list of reports is attached at Appendices A- E.

Freight

The decarbonisation of freight both on road and by rail is a subject that is taxing the logistics and freight industry. For the most part the role that LCC can play is limited as the industry is market driven and privately controlled but there are areas of support that the public sector can offer to help the industry shift towards a less carbon intensive future. This area

of work is the least developed of the LTP V workstreams and additional work is currently ongoing, but some suggested approaches are included for consideration and comment.

Potential Action	Description
Establish Key Road Freight Network for Lincolnshire	Development of a Road Freight Network for Lincolnshire, identifying preferred routes. This will help inform policy interventions and dialogue with the freight sector when processing complaints from the general public and focus freight onto the most efficient and appropriate routes.
Intelligent Loading Bays in Lincoln, Stamford, Boston or Spalding	Intelligent loading bays allow drivers to book kerbside space ensuring there is somewhere to load/unload on arrival, reducing unnecessary road miles, reducing emissions and freight vehicle parking in unsuitable locations.
Consolidation Centre(s)	A consolidation centre allows multiple loads to be dropped at a single (often out of town) location for onward movement by a single vehicle, potentially reducing road miles with associated social and environmental benefits.
Fund Cycle Logistics operation	Cycle logistics provides emission free freight and helps reduce congestion. It can be effective at 'last mile' deliveries and cycle cargo bikes. They may need start-up capital or revenue support to establish their operation.
Develop Corridor Partnerships	Corridor Partnerships help manage a 'whole route' approach ensuring journeys are considered from a strategic viewpoint including carbon reduction
Support freight mode shift	Encourage and support the transition of freight from road to rail and water.

5. Conclusion

Transport is the largest source of carbon dioxide emissions in Lincolnshire making up around one third of the total emissions. In addition, transport emissions have remained largely constant over the last twenty years, while carbon dioxide emissions from other sectors have been falling.

National policies, such as restrictions on the sale of petrol and diesel cars, will begin to reduce carbon dioxide emissions from transport. However, it is vital that the correct infrastructure is in place to allow the take up of electric and alternatively powered vehicles.

The Local Transport Plan V sets out a framework and action plan for these carbon dioxide emission reductions. The new Local Electric Vehicle Infrastructure Fund presents an opportunity to significantly increase the provision of public EV charging points in the county.

By working with other local authorities from across the Midlands the County Council can be part of a large-scale scheme which will be an attractive investment for national electric vehicle charging point providers.

The decarbonisation of freight is another significant challenge for Lincolnshire. Local Transport Plan V sets out a framework of interventions that can begin to reduce the carbon impact of the sector. The national policies on alternative low carbon fuels will contribute to this area of work.

The proposals and actions set out in this paper are just part of a much wider suite of measures that are likely to be required, if carbon emissions are to be reduced in a timely fashion. Other policy areas such as behaviour change, greater modal shift including more use of active travel as well as better planning and design of communities will all need to play a role. However, the debate and discussion on these aspects will need to be part of another scrutiny paper.

6. Consultation

a) Risks and Impact Analysis

Not applicable.

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Grantham (Lincolnshire- Accessible Rail Stations)
Appendix B	Skegness (Lincolnshire- Accessible Rail Stations)
Appendix C	Ancaster (Lincolnshire- Accessible Rail Stations)
Appendix D	Gainsborough Lea Road (Lincolnshire- Accessible Rail Stations)
Appendix E	Market Rasen (Lincolnshire- Accessible Rail Stations)

8. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

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Lincolnshire Accessible Stations - Tranche 1

Appendix B – Grantham Station

Lincolnshire County Council

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2	03.03.22	Final	CGQ	DY

LIST OF APPENDICES

APPENDIX B-1
WALKING ACCESSIBILITY PLAN

APPENDIX B-2
CYCLING ACCESSIBILITY PLAN

APPENDIX B-3
GLOSSARY, ABBREVIATIONS AND REFERENCES

APPENDIX B-4
BIBLIOGRAPHY



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Grantham – outline station facts

Annual Patronage (pre Covid) 1,413,006 ppa (34 trips/head population)

Patronage growth vs 10 years previously +34%

Population 42,000

Development potential – Local Plan

Housing

Within 1km:

- 46 dwellings have permission and are expected to be delivered by 2024, a further 38 dwellings have planning but are not expected to be delivered until after 2024.¹

Within 5km:

- 367 dwellings have permission and are expected to be delivered by 2024, a further 180 dwellings which have permission are expected post 2024.¹
- 1,800 dwellings at Poplar Farm in the North West Quadrant Sustainable Urban Extension (SUE), 514 of these were complete by 2019 with a further 236 expected by 2024.¹
- 3,700 dwellings at Spital Heath Garden Village received Outline planning in 2019, 500 dwellings expected to be delivered in the SUE southern quadrant by 2024.¹

Resultant daily rail trips (assumes 3,010 dwellings by 2029): 164 arrivals and 160 departures

Employment

Within 5km:

- 8ha of land allocated for employment at Prince William of Gloucester Barracks.¹

Resultant daily rail trips (assumes 4ha B2 and 4ha B8): 7 arrivals and 8 departures

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Grantham station might be improved and recommend actions to be taken to increase rail use. Grantham Station is one of five stations chosen as part of the Tranche 1 process in order to conduct initial station pilots. If the measures are implemented and then shown to make a difference to passenger demand, the initiative has the potential to be rolled out at further stations across Lincolnshire.
- 1.2 This section will follow the following structure:
- The current accessibility of the station. This includes access to the station and also when you are at the station.
 - The potential to increase trips from the existing community and through development plans in community. The focus will be on non-car modes, but not exclusively so.

¹ South Kesteven District Council Five Year Housing Land Supply Assessment 2019-2024: <http://www.southkesteven.gov.uk/CHttpHandler.ashx?id=25193>

- The known plans to improve the station, environment and train services, and level of confidence that these will be delivered.
 - The plan for each station detailing improvement works required
 - The study will then include a ball-park cost estimate to undertake the recommended works.
- 1.3 Refer to the main Lincolnshire Rail Station Accessibility Tranche 1 report for details of the approach and methodology for each mode, funding streams and monitoring of measures applied across all stations.

Station Context

- 1.4 Grantham Station is located on Station Road in the centre of Grantham. Grantham is the second largest town in Lincolnshire, after Lincoln, and has a population of 42,000.
- 1.5 Grantham Station has had a Travel Plan produced in 2016 by SYSTRA which identified many issues and potential measures. It was also awarded Growth Point status in 2007 with approximately £6 million worth of funding. However, the 2016 Travel Plan notes that many of the issues raised in 2007 were still present, particularly with regards to the isolation of the station in the town. The issues highlighted in this section are similar in nature to those raised in the Travel Plan.
- 1.6 Patronage at Grantham station is 1,413,006 ppa (source: Office of Rail Regulation (ORR)) which is also the second largest in the region behind Lincoln Station.
- 1.7 Grantham is an important interchange station and is served by a range of train operating companies, East Midlands Rail (EMR), London North Eastern Railway (LNER) and Hull Trains (HT) services, Transpennine Express (TPX).
- 1.8 In January 2022, there were the following direct two-way services between:
- Grantham and Lincoln - 7 Monday to Friday
 - Grantham and Skegness - 22 Monday to Friday, 23 Saturday and 20 Sunday
 - Grantham and Nottingham - 54 Monday to Friday, 55 Saturday and 49 Sunday
 - Grantham and Leeds - 33 Monday to Friday, 17 Saturday and 26 Sunday
 - Grantham and Norwich - 25 Monday to Friday, 26 Saturday and 19 Sunday
 - Grantham and Hull - 12 Monday to Friday, 11 Saturday and 12 Sunday
 - Grantham and York - 18 Monday to Friday, 13 Saturday and 7 Sunday
 - Grantham and Harrogate - 12 Monday to Friday
 - Grantham and Bradford - 4 Monday to Friday
 - Grantham and Liverpool - 15 Monday to Friday, 20 Saturday and 10 Sunday
 - Grantham and London - 84 Monday to Friday, 70 Saturday and 54 Sunday
- 1.9 EMR and LNER had committed in 2021 to providing improvements to Grantham services, the intention remains to roll them out as planned. The improvements are as follows:
- Additional peak services between Nottingham and Grantham with EMR
 - Amendments to the Grantham to London LNER service so that services are more evenly spread throughout the day, e.g. between the 08.33 and 11.07 services departing from Grantham for London there are only two services at 09.21 and 10.19.
- 1.10 The station is therefore very well served by train services and has seen patronage grow by 34% across the last 10 years. Reflecting its important role in connecting east/west services to those travelling north/south, especially to London.

- 1.11 Looking forward, patronage is expected to increase further with committed housing developments (resulting in an additional circa 3,010 dwellings by 2029) and committed employment developments, all within an accessible distance of the station.
- 1.12 The challenge for Grantham is to improve the connection between the town and the station and to capitalise on the excellent service provision to use its position as a major regional interchange to increase rail patronage across the region, and at the same time encourage rail users into Grantham, not simply pass through it.

Station Facilities

- 1.13 Grantham is a Category A station, it is an almost 24/7 staffed station with excellent facilities compared to the other stations in this study. There are toilets, two coffee shops, ticket machines, ATMs and waiting areas. There are shelters on all 4 platforms, all of which have step free access with lifts. However, there is no tactile paving at the edge of the platforms.
- 1.14 There is a significant volume of car parking spaces available, after LNER have recently completed works on providing a new car park area there are now 263 spaces, including 17 disabled spaces. The majority of the car parking spaces were vacant, however the increases of the parking level was specifically aimed at Kings Cross commuters some of which are likely to be working from home during the COVID-19 pandemic (as of the time of writing there are restrictions on working in the office, although these are about to be lifted).
- 1.15 There are 63 sheltered two-tier cycle parking racks (63 spaces) opposite the station entrance.



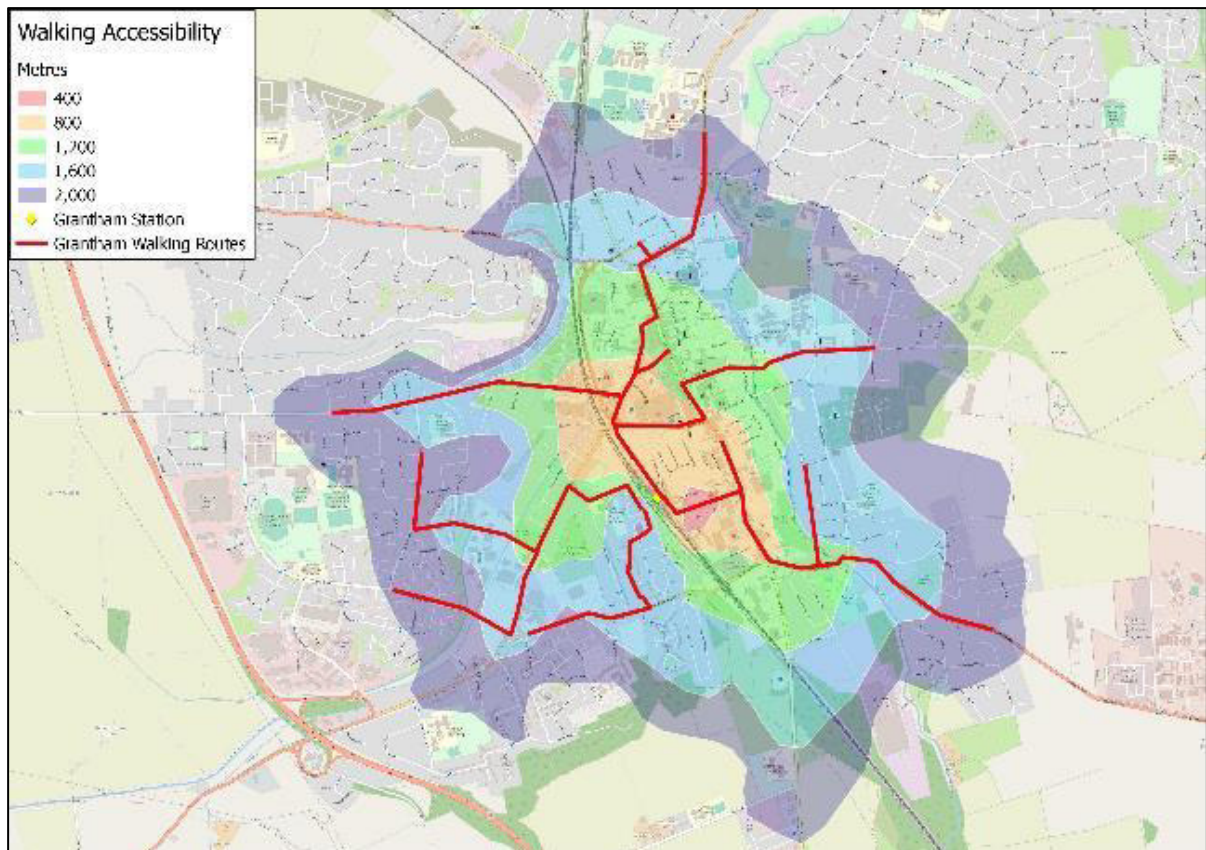
Photo (Eastbound): Cycle parking opposite station entrance with zebra crossing.

- 1.16 There is a taxi drop off area, typically there are taxis available without having to wait too long.
- 1.17 Enterprise Car Club Partnership with LNER Enterprise Car Club (ECC) provides vehicles for its 120,000+ members within 500 metres of over 181 stations across the British rail network. ECC partnered with LNER to cross-promote car club and rail travel to complete door-to-door journeys. Vehicles are located at owned LNER stations, of which one is Grantham.
- 1.18 There is no EV charging option at the station.
- 1.19 The facilities at the train station are very good, however a measure that could be implemented to improve the station facilities could be:
 - 2-1 Provide tactile paving at the edge of the platforms

Walking Accessibility

1.20 The key routes for pedestrians to use to access the station on foot from the adjoining communities are shown in the Walking Accessibility plan below, and repeated at a larger scale at **Appendix B-1**. The plan shows the areas of Grantham which are within an accessible walking distance of up to 2km. This area includes all of Grantham town centre and some of the surrounding suburban areas.

Figure 1 – Walk routes to the station



1.21 Pedestrians access the station via Station Road. The first issue for pedestrians at the station is that whilst there is an onward travel board, it is on the wall behind people as they exit the station, therefore they are unlikely to see it. The wayfinding signage, in the station exit area, could be improved to invite and guide passengers and cyclists to Grantham town centre and other key local destinations.



Google Streetview Snip (Westbound): Onward travel board located out of sight of exiting passengers and no wayfinding signs.

- 1.22 There are several possible routes for pedestrians to choose when walking between the station and Grantham town centre.
- 1.23 One option is to turn right out of the station and walk towards Queen Street and Launder Terrace. There is a stepped access to Queen Street from Station Road, presenting an immediate problem to people with luggage or pushchairs and for those who struggle with steps or use a wheelchair. The footway on Launder Terrace continues towards Commercial Road where there is a substantial road crossing distance to Nursery Path which leads to the A52 London Road opposite the Sainsbury's supermarket. There is also no dropped kerb or tactile paving to facilitate the crossing. There is additionally no wayfinding to the station or to the town centre along this route, even though it is the most visible on exit from the station.



Photo (Eastbound): Stepped access from Station Road to Queen Street/Launder Terrace



Photo (Westbound): Large crossing distance from Launder Terrace to Nursery Path

- 1.24 Another option is to turn to the left out of the station and take the footpath to the right at the end of the car park on Station Road. There is wayfinding signage at this junction, showing direction and distance to the town centre and Grantham Bus Station, although as can be seen in the photo below the sign is on a dark background and is high off the ground which makes it difficult to read and not inclusive visually. Additionally, there is no direction for the train station on the sign. This sign is not visible on exiting the station.



Photo (Westbound): Wayfinding sign on Station Road next to footpath. Difficult to read and no direction to train station.

- 1.25 The footpath runs towards Railway Terrace where there is additional wayfinding signage. The photo (left below) shows the signage which is clearer to read on the lighter background and shows directions to the important landmarks, the bus station, town centre and train station. However, the direction to the bus station is incorrectly orientated and there are no distances provided. Railway Terrace is traditionally a rear alleyway, it has been demarcated as a footway although it is not necessarily apparent where the footpath is leading to when walking to the train station. There is a small pedestrian directional sign (centre below) to the station on the corner of Wharf Road and Norton Street which is orientated in the direction of the demarcated footway on Railway Terrace however it is located behind larger vehicle signage obstructing visibility of the sign. The sign directs pedestrians to a fork in the road (right below) where they are faced with two route options and it is not clear at this point that the surface colour demarcated on the footway leads to the train station.



Photo (Southbound): Railway Terrace wayfinding signage to station. Incorrectly orientated to bus station and no distances shown.



Photo (South-Westbound): Norton Street and Wharf Road pedestrian wayfinding signage obstructed by vehicle signs.

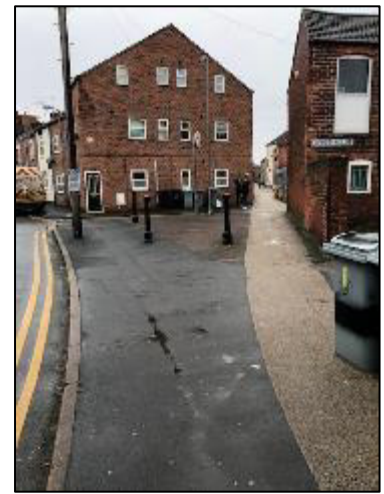


Photo (Southbound): Norton Street, pedestrians faced with decision for route with no wayfinding signage.

- 1.26 Pedestrians travelling towards the Westgate area of the town centre would walk along Station Road having crossed using the pedestrian crossing at the station entrance and crossed Wharf Road at the signals junction which leads to the footway on Westgate. There is wayfinding on the

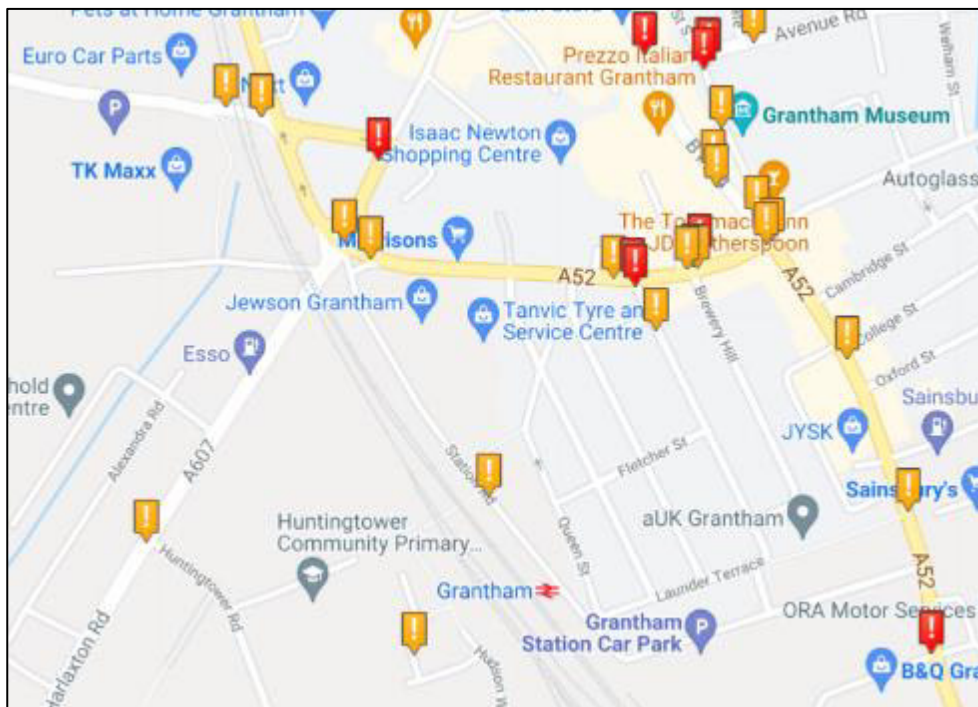
corner of Station Road and Wharf Road with directions to the station and town centre, however it is also on a dark background and high off the ground and is therefore not inclusive visually.

- 1.27 The same walk route connects the station with the west of Grantham via Dysart Road. There is no wayfinding for pedestrians on this route to the station until they reach the corner of Station Road. Some wayfinding along Westgate could be beneficial for guiding people from the town centre, as well as from the employment and residential area in the west of Grantham, to the station.
- 1.28 Another route to the west of Grantham for pedestrians is through the subway which is a tunnel running under the railway bridge to Huntingtower Road. The subway is connected to the station by a pedestrian crossing to the footway on the east side of Station Road, and then crossing at the crossing to the station entrance, which is not a direct route and could lead to pedestrians walking along the edge of the carriageway to avoid crossing twice. The subway itself is narrow and has a low ceiling height which makes it difficult for two wheelchairs or two prams to pass. The subway is in poor condition and is likely to feel unsafe for many users. The route is not signed towards the station and there is no signing to give people an idea of where the subway leads to from the station side.



Photo (Westbound): Subway running from Station Road to Huntingtower Road.


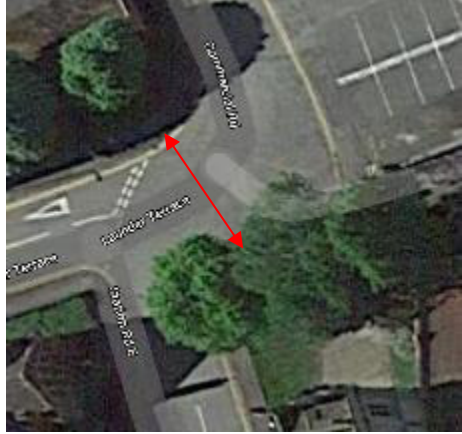
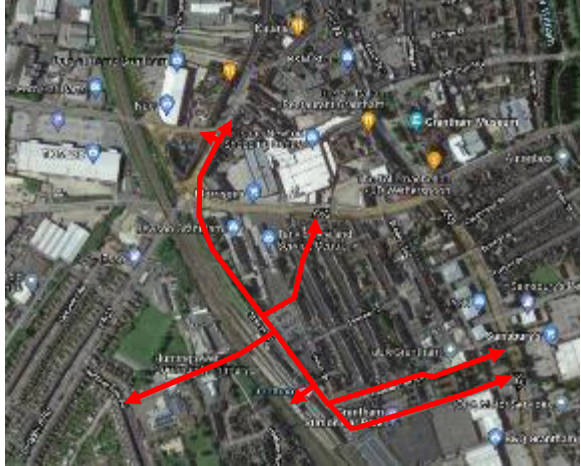
- 1.29 The final route shown on Figure 1 is to the south east of Grantham via Station Road, Station Road East and the A52 London Road. The footway along Station Road is marked out on the edge of the carriageway and connects to the footway on Station Road East which has a worn out and uneven surface. There is a signal-controlled pedestrian crossing on A52 London Road to the north of the junction with Station Road East, however there are none to the south and therefore passengers walking to or from south east Grantham would be expected to walk off route slightly in order to cross the A52. Whilst there is wayfinding on this route, it is for vehicles. There is no pedestrian wayfinding in either direction on this walk route and no indication of distance to the station.
- 1.30 The crashmap database has been interrogated for the personal injury accidents (PIAs) which resulted in a pedestrian casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There was one PIA on Station Road, outside the entrance to the subway. There were two PIAs at the junction of Station Road and Westgate. There were no PIAs at the junctions of Station Road East/ A52 London Road and Norton Street A52 Wharfe Road. There were however several PIAs on the A52 which suggest that providing additional pedestrian crossing facilities along the A52 should be considered particularly as it forms a severance point between the station and other parts of Grantham.





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

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

<p>2-2 Relocate the onward travel information board to a more suitable location for passengers exiting the station.</p>	
<p>2-3 Provide continuous wayfinding to key destinations suitably located for passengers, starting with exiting the station. This could be supported by information panels selling attractions within easy access of Grantham station.</p>	

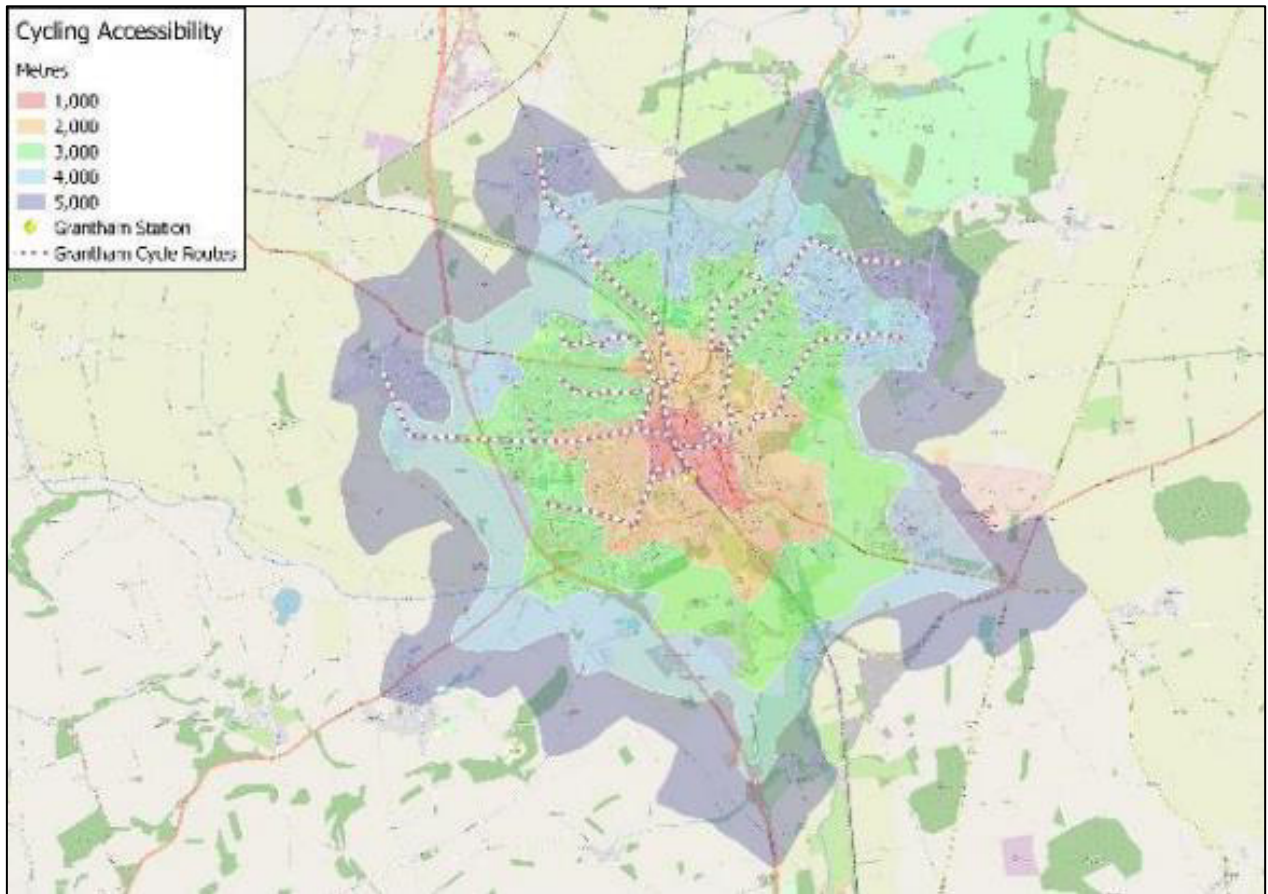
<p>2-4 Provide step free access from Station Road to Queen Street/Laundry Terrace.</p>	
<p>2-5 Provide dropped crossing and tactile facilities between Laundry Terrace and Nursery Path, along with improved signing.</p>	
<p>2-6 Make improvements to the subway, including cleaning, maintenance, CCTV provision and increased lighting with the aim of improving the feeling of safety for people using it. Wayfinding both to and from the station is needed.</p>	
<p>2-7 Provide wayfinding at suitable locations on the walk routes between the station and other key landmarks, both travelling to and from the station. Use more inclusive signing and implement it consistently.</p>	

<p>2-8 Provide an additional pedestrian crossing facility on the A52 Wharfe Road.</p>	
<p>2-9 Provide a pedestrian crossing facility on the A52 London Road to the south of the junction with Station Road East.</p>	

Cycling Accessibility

- 1.32 Cycle journeys are appropriate for people who live beyond the walk distance to the station, and typically up to 5km. The routes passengers who might arrive on a bike are shown in Figure 2 below. This area includes all the urban area of Grantham.
- 1.33 Cyclists access the station via Station Road where there is cycle parking provided in direct view of the entrance to the station in the form of 63 sheltered two tier spaces, providing parking for 63 bicycles. When SCP inspected the site, there were 6 bikes parked, perhaps this reflects that people were predominantly working from home due to COVID pandemic. However equally it may also be a function of the time of year the site was visited (a dry January day).

Figure 2 – Cycle routes to the station



- 1.34 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 2, a larger scale version is attached at [Appendix B-2](#). The plan also shows that all of Grantham is within an accessible cycling distance of up to 5km.
- 1.35 The main cycle routes to the west are via the subway and via the shared-use of-road foot/cycle way on A607 Harlaxton Road which is designated as part of the National Cycle Network route (NCR) 15. Cycling through the subway is prohibited and is unsuitable for cyclists because of the low ceiling height and its narrow width. The connection between Station Road and Harlaxton Road for cyclists is restricted by the railway bridge, where cyclists are encouraged to dismount. The land adjacent to the footway could be explored for potentially widening the underpass of the railway to a cycleway. Additionally, the footway on Station Road which connects to the footway under the railway bridge is very wide and there is sufficient space for a cycle on/off-slip lane which would enable cyclists to cycle on carriageway on Station Road and guiding them towards the National Cycle Route (NCR) 15 or to cross the station approach road away from the junction and join the cycle lane.



Photo (Southbound): Station Road wide footway with potential for on/off-slip cycle lane to Harlaxton Road.

- 1.36 Cyclists can take the route to the north via Westgate. The signal-controlled crossing is not a toucan, although the crossings are wide enough so would not be unsafe for cyclists. However, when combined with the lack of wayfinding provided for cyclists it may be a barrier to some cyclists. It may be beneficial to sign the A52 arm of the junction for cyclists so that the number of crossings between Westgate and Station Road is reduced. Westgate has wide footways although this is to accommodate the higher volume of pedestrians and is not designated as a cycle route. Currently cyclists would have to cycle on the carriageway where speeds are reduced to 20mph. The section between the signals junction and the 20mph zone is one-way (southbound) and there is no cycle provision so cyclists would likely cycle this section on the footway which may deem it unsuitable as a cycle route. There is therefore an issue of how cyclists should travel from Station Road to north via Westgate with no signed route and the difficulty of cycling against vehicle traffic flow. Firstly, it would be beneficial to upgrade the crossing of the A52 to a toucan and then to designate the footway on the east side of Westgate as a shared use foot/cycle route. In the 20mph zone, cycling on the carriageway would be reasonably safe due to the low speeds however it may be worth considering removing some of the on street car parking in order to provide a segregated cycle route.



Google Streetview Snip (Northbound): Beginning of one-way section of Westgate from junction with A52 and Station Road. No clear route for cyclists.

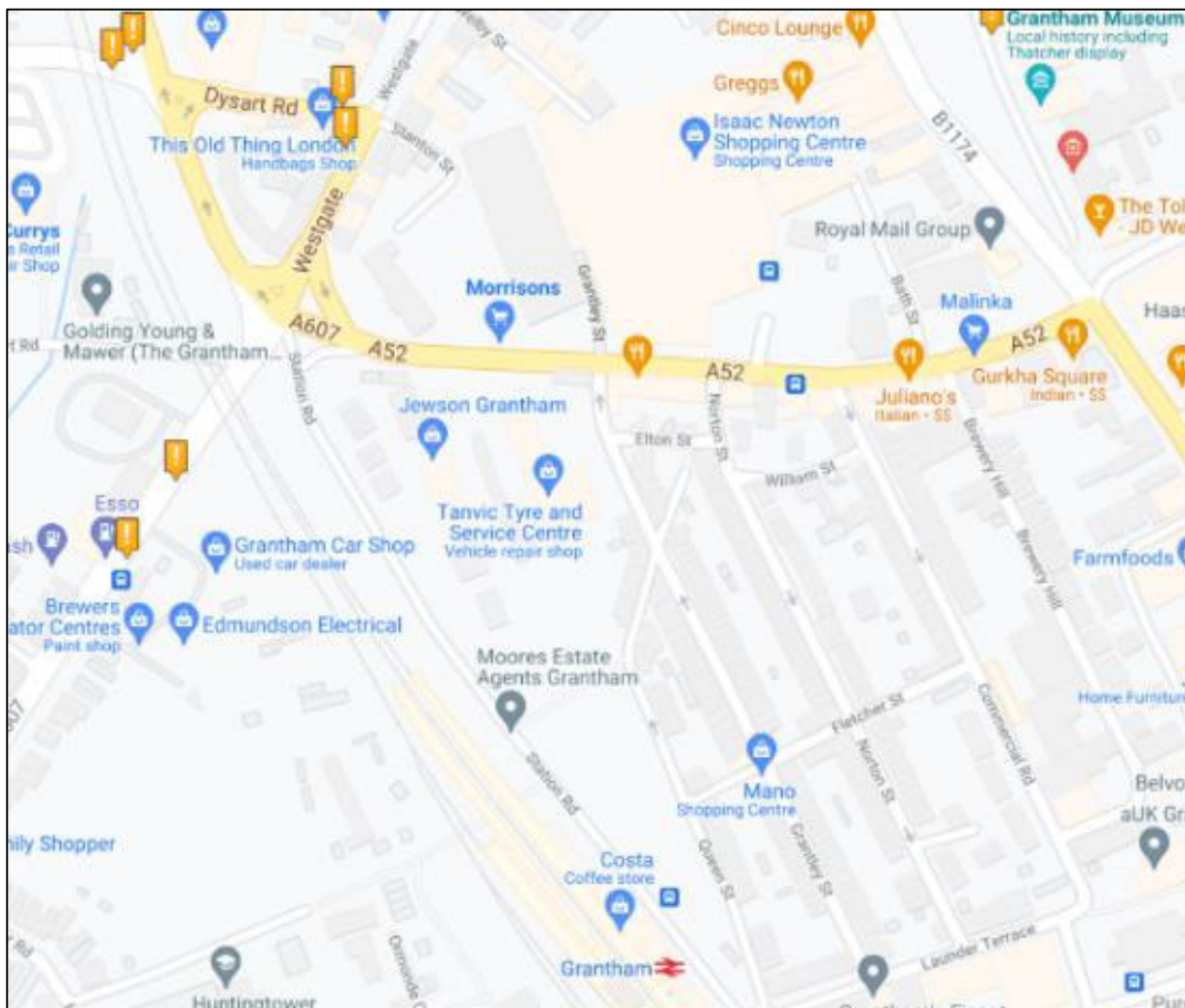


Google Streetview Snip (Northbound): Beginning of 20mph zone where cyclists can continue north on carriageway. On street car parking could be replaced with segregated cycle route.

- 1.37 Cyclists heading to the east of Grantham can cycle along the A52 from Station Road which is designated as an advisory cycle route. Although the route is not signed for cyclists. Crossing the

A52 would present the same issues for cyclists as experienced by pedestrians in terms of safety as there is minimal crossing provision and no toucan crossings.

- 1.38 None of the routes for cyclists traveling to or from the station have clear wayfinding or cycle facilities, this leaves cyclists unsure of which routes to take, where is safest for them to cycle and how long the journey will take, particularly if they are not familiar with the road layout.



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

- 1.39 The crashmap database has been interrogated for the PIAs which resulted in a cyclist casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were no PIAs resulting in a cyclist casualty recorded at the traffic signals junction with the A52. There were 2 PIAs near pedestrian crossing with Dysart Road which could suggest that a more suitable crossing for cyclists could be required however the number of accidents is low at 2 for 5 years. There were 2 PIAs on both Harlaxton Road and Dysart Road, whereas there were none on Station Road or A52 Wharfe Road.
- 1.40 In summary, the potential measures that could be implemented to improve accessibility for cyclists could include:

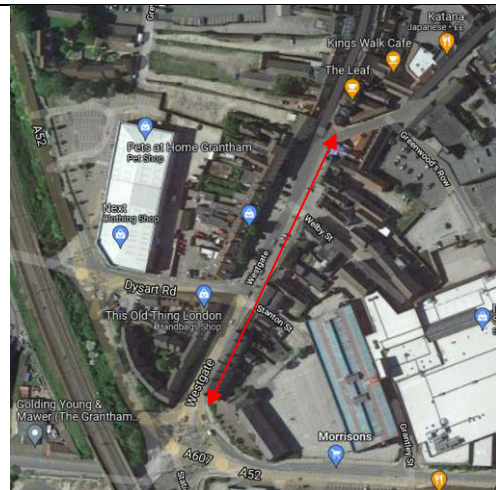
2-10 Widen footway on Harlaxton Road under the railway bridge and provide a cycle slip lane to/from Station Road to create a continuous cycle route between Station Road and the NCR 15.


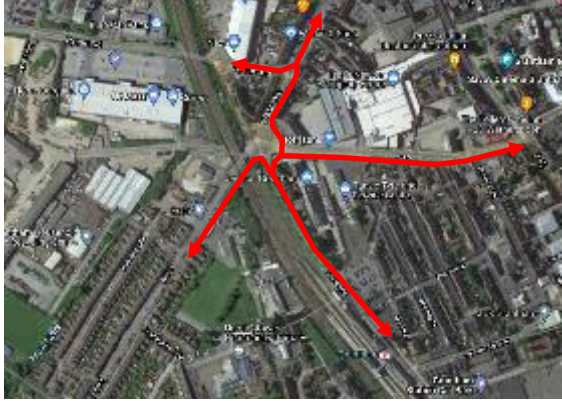


2-11 Upgrade existing crossing of the A52 Wharfe Road arm of the traffic signals junction with Station Road to a toucan crossing.



2-12 Designate footway on east side of Westgate as a shared use off road foot/cycle route and connect to new segregated cycle route in the land currently occupied by on street car parking.



<p>2-13 Provide an additional crossing along the A52 Wharfe Road towards the bus station.</p>	
<p>2-14 Provide wayfinding to and from the station for the main cycle routes, particularly to help cyclists navigate crossing the A52 and the one way system on Westgate.</p>	

Public Transport Accessibility

- 1.41 The nearest bus stop to the station is located directly outside on Station Road. The bus stop is a flag and pole arrangement with timetable information provided. It can be accessed via the pedestrian crossing at the entrance to the station and the footway on Station Road. The stop would benefit from a shelter and waiting area, the arrangement between two parking spaces is not ideal.
- 1.42 The 1 Interconnect and the 9 bus services can be taken from the bus stop. The 1 Interconnect runs an hourly service Monday to Saturday and a 2 hourly service on Sunday between Grantham Station and Lincoln Bus Station via Manthorpe, Belton, Syston, Barkston, Normanton, Fulbeck, Navenby, Coleby and Bracebridge Heath. The 9 runs an approximately 4 times Monday to Friday in the morning and early afternoon, 3 times on Saturdays and no service on Sundays. The 9 is a circular service from Grantham and stopping at Harlaxton, Woolsthorpe, Denton and Harston.
- 1.43 The stops for buses in the other direction are unclear.
- 1.44 Whilst services at the station are reasonably limited, the station is within a short walk of Grantham Bus Station which has a significantly larger number of bus services. As is discussed above in the walking accessibility section, wayfinding between the train and bus stations could be improved to create a greater connection between bus and rail services. Notably, the wayfinding signpost for the bus station on Railway Terrace is not currently orientated in the correct direction, there is a lack of continuity in wayfinding from Norton Street to Queen Street and some of the wayfinding is either obscured or difficult to read (due to the height of the pole or darkness of the background).
- 1.45 In summary, the potential measures that could be implemented to improve accessibility for public transport users could be:
 - 2-15 Provide improved wayfinding between the bus station and train station, this involves correctly orientating the bus station sign at Railway Terrace, providing an additional wayfinding signpost between Norton Street and Railway Terrace and amending existing signposts to ensure they are visible and inclusive.

2-16 Bus shelter and improvements to the existing bus stop, and directions in the opposite direction.

Vehicle Accessibility

- 1.46 Vehicles access the station via Station Road where there is a substantial provision of car parking. The car parking was extended in 2021 by LNER to accommodate the demand for people predominately travelling to London.
- 1.47 As a result of the one way system which is enforced to the north of Station Road, people driving to the station from Harlaxton Road and Old Wharfe Road are directed along Sankt Augustin Way where there is vehicle signage (left image below) directing drivers to go right along Dysart Road. The vehicle signage at the Dysart Road/Westgate junction does not show the direction to the station (centre image below), so it is not clear for drivers whether to turn left or right. There is, however, directional signage (right image below) to the station at the Westgate approach to the traffic signals junction with the A52 and Station Road.



Google Streetview Snip (Northbound): Vehicle signage on Sankt Augustin Way showing direction to Station.



Google Streetview Snip (Eastbound): Vehicle signage on Dysart Road not showing direction to Station.



Google Streetview Snip (Southbound): Vehicle signage on Westgate showing direction to Station.

- 1.48 Vehicles arriving from the east drive into Grantham station via A52 Wharfe Road. Drivers arrive at A52 Wharfe Road either from St. Peter's Hill to the north, where there is vehicle signage to the station (left image below), from Catherine's Road to the east or A52 London Road to the south where there is no vehicle signage to the station (centre and right images below, respectively).



Google Streetview Snip (Southbound): Vehicle signage on St. Peter's Hill showing direction to Station.



Google Streetview Snip (Westbound): No vehicle signage on St. Catherine's Road.



Google Streetview Snip (Northbound): Vehicle signage on A52 London Road not showing direction to Station.

- 1.49 There is however, a second access to the station from A52 London Road which may be preferable as a route to drivers than going via A52 Wharfe Road. There is vehicle signage to the

station for northbound drivers on A52 London Road (left image below) and for southbound drivers (right image below), however the sign for southbound drivers is not orientated correctly.

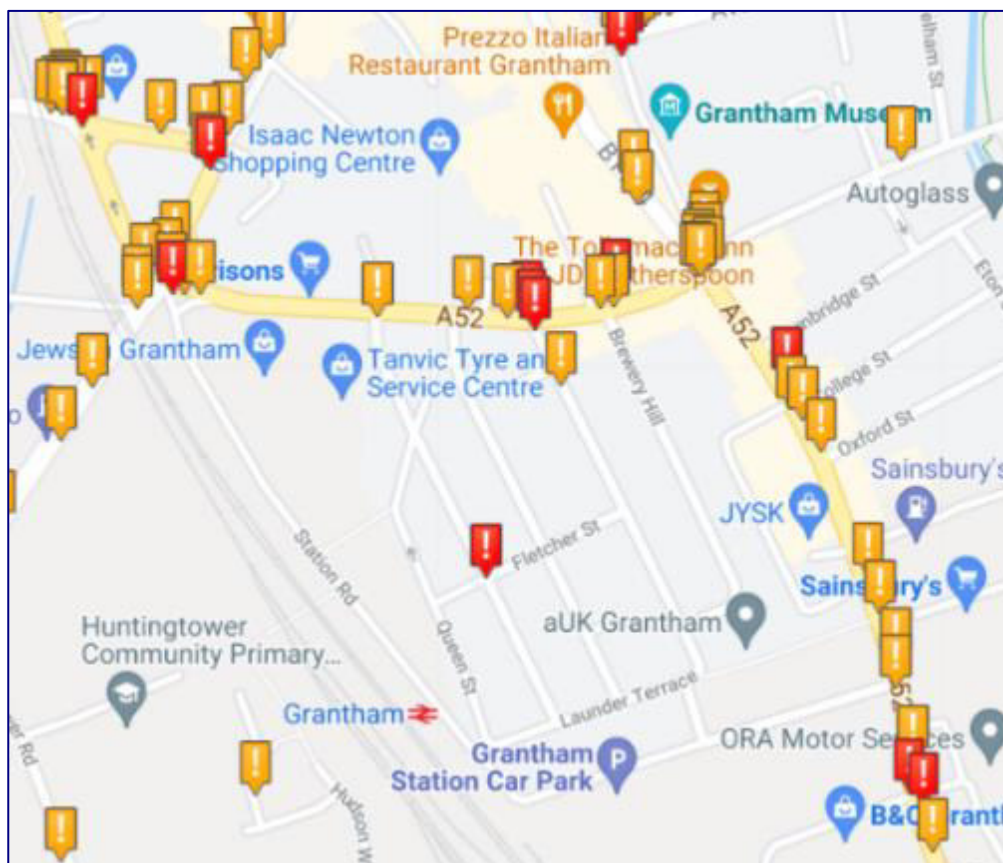


Google Streetview Snip (Northbound): Vehicle signage on A52 London Road showing direction to Station.



Google Streetview Snip (Southbound): Vehicle signage on A52 London Road showing direction to station but not correctly orientated.

- 1.50 In the most recent 5 year period prior to the COVID-19 pandemic (2015 to 2019), there were several PIAs involving a car recorded on the vehicular routes to the station. There were however no PIAs recorded on Station Road. The majority of the PIAs have occurred at junctions however some have occurred on the links. Whilst the high level of PIAs cannot be directly attributed to the station, it may be possible to improve the general road safety of the area by providing opportunities for passengers to travel to the station by modes other than car and improving the signing to reduce levels of congestion in the vicinity of the station which is typically when the majority of accidents take place.
- 1.51 In summary, potential measures that could be implemented to improve accessibility for vehicles could be:
- 2-17 Provide vehicle directional signage to the station on Dysart Road, St Catherine's Road and A52 London Road (at junction with A52 Wharfe Road).
 - 2-18 Correctly orientate existing vehicle signage to station on A52 London Road (southbound) at junction with Station Road East.
 - 2-19 Implement measures aimed at reducing number of passengers to travelling to the station by car to reduce congestion in the area and potentially reduce the number of accidents.



Crashmap: 5 years of vehicle related PIAs in the vicinity of Grantham Station

Marketing

- 1.52 As well as undertaking physical works to facilitate access to/from the station. Just as important is raising awareness of the station and promoting the travel options to/from the station and demonstrating how accessible the station is. Illustrating the walk and cycle routes in particular would be useful.
- 1.53 Grantham Station is on the “Poacher Line”, a Department for Transport (DfT) accredited 78-mile Community Rail Partnership (CRP). It runs between Nottingham and Skegness and has 19 stations. Grantham has station adopters who observe any unusual activity and report faults and issues as well as maintaining the gardens and make sure the station is presentable. The station is also part of the “Music Trains” which uses regular train services to transport people to unusual music venues and usually stops at a local brewery. Utilising local volunteer support and community communications to promote the station services and accessibility, through word of mouth, using social media or even a local area leaflet drop etc. has merit.
- 1.54 These volunteers could be used to help raise awareness of the station and could work with local walk, cycle and visitor groups to promote the town and access to/from it by train. Similarly the County Council, Local Authority and train companies could support, fund and also promote the town and station.
- 1.55 Organisation and businesses with Travel Plans are also important players in communicating the station accessibility opportunities.

Costing

- 1.56 Grantham Station has been assessed for its current level of accessibility by walking, cycling, public transport and by car. Recommendations have been made for measures which could be

implemented to improve the level of accessibility with the aim of increasing use of the station and connectivity for local residents and employees.

1.57 An indicative cost has been added to each recommendation.

1.58 Additionally, each recommendation has been assigned to a category which takes into consideration their likely benefit, necessity, cost and achievability:

- Quick Wins – These recommendations are considered essential, they can be delivered quickly and at no or a relatively low cost. For example, re-orientating an incorrectly orientated road sign.
- Essential – These recommendations are considered essential, they will cost more and require more planning to be delivered. For example, providing pedestrian, cyclist and vehicle directional signage between the station and key locations.
- Desirable – These recommendations are considered desirable, they would likely cost more and require more planning but could have a major benefit to the station and local area. For example, providing a new toucan crossing on a nearby road.

1.59 These ratings are indicative and could vary dependent on a range of factors.

1.60 Table 1 below provides a summary of the action required for each recommendation (referenced to each station section in the report), the cost of doing so and a rating.

Table 1 – Grantham Station Recommendations and Indicative Costs (excluding design, land and utility costs)

Recommendation Reference	Action Required	Indicative Cost	Rating
2-1	Add tactile paving to four platform edge (approx. 400m in total)	Network Rail to install	Essential
2-2	Remove onward travel information board and relocate	£2,500	Quick Win
2-3	Provide wayfinding board outside entrance to station (spec: light background, show distances and symbols)	£4,000	Quick Win
2-4	Provide step free ramp access to Queen Street from Station. Remove steps if required.	£22,000	Desirable
2-5	Provide 2 x dropped kerbs and 2x tactile paving for new crossing between Launder Terrace and Nursery Path.	£6,000	Desirable
2-6	Maintenance of subway (initial clean up and ongoing). Provide CCTV and additional lighting.	Maintenance £6,000	Desirable
2-7	Remove existing wayfinding on Station Road (x2), Railway Terrace and Norton Street/Wharfe Road.	£40,500	Essential

	Provide new wayfinding signage (spec: light background, show distances and symbols) at Station Road (x2), Railway Terrace, Norton Street, Wharfe Road, Harlaxton Road, Nursery Path, Westgate and London Road		
2-8	Provide toucan crossing on A52 Wharfe Road (crossing distance approx. 9.5m)	£70,000	Desirable
2-9	Provide pedestrian crossing on A52 London Road (crossing distance approx. 13.5m)	£11,000	Desirable
2-10	Widen footway under railway bridge between Station Road and Harlaxton Road (may require land purchase and removal/replacing of retaining wall) Provide cycle slip lane in wide footway area on Station Road to connect to new widened footway under railway bridge Sign as shared use off road pedestrian/cycle route connecting to NCR15	£22,000 £6,000 £4,500	Desirable
2-11	Upgrade existing crossing on A52 Wharfe Road arm of traffic signals junction with Station Road to toucan (approx. 35m crossing distance)	£250,000	Desirable
2-12	Sign the footway on the east side of Westgate as shared use foot cycle way (80m length of path). Remove on street car parking on east side of Westgate and replace with segregated cycle route (100m length).	£9,000 £52,000	Desirable
2-13	Covered by 2-8	n/a	n/a
2-14	Provide wayfinding for cyclists on A52 Wharfe Road, Westgate, Dysart Road, Station Road and Harlaxton Road (spec: light background, show distances and symbols)	£22,500	Essential
2-15	Covered by 2-7	n/a	n/a
2-16	Provide vehicle signage to station on Dysart Road, St. Catherine's Road and A52 London Road at their junctions with A52 Wharfe Road (spec: use national rail	£2,250	Essential

	symbol and keep consistent with other vehicle signage in Grantham)		
2-17	Correctly orientate vehicle signage to station on A52 London Road (southbound) at junction with Station Road East	Maintenance	Quick Win
2-18	Covered by 2-1 to 2-14	n/a	n/a

- 1.61 This list of recommendations essentially forms a longlist of potential measures which could be implemented as part of the final scheme. The final scheme measures will be decided through a sifting process to result in a shortlist of developed options.
- 1.62 Some of the quick wins which are deemed to be chosen measures could be implemented during the sifting process or during follow up process of appraising the essential and desirable options. For example, re-orientating a sign so it is pointing in the right direction is a maintenance issue that could be fixed very quickly, easily and affordably.

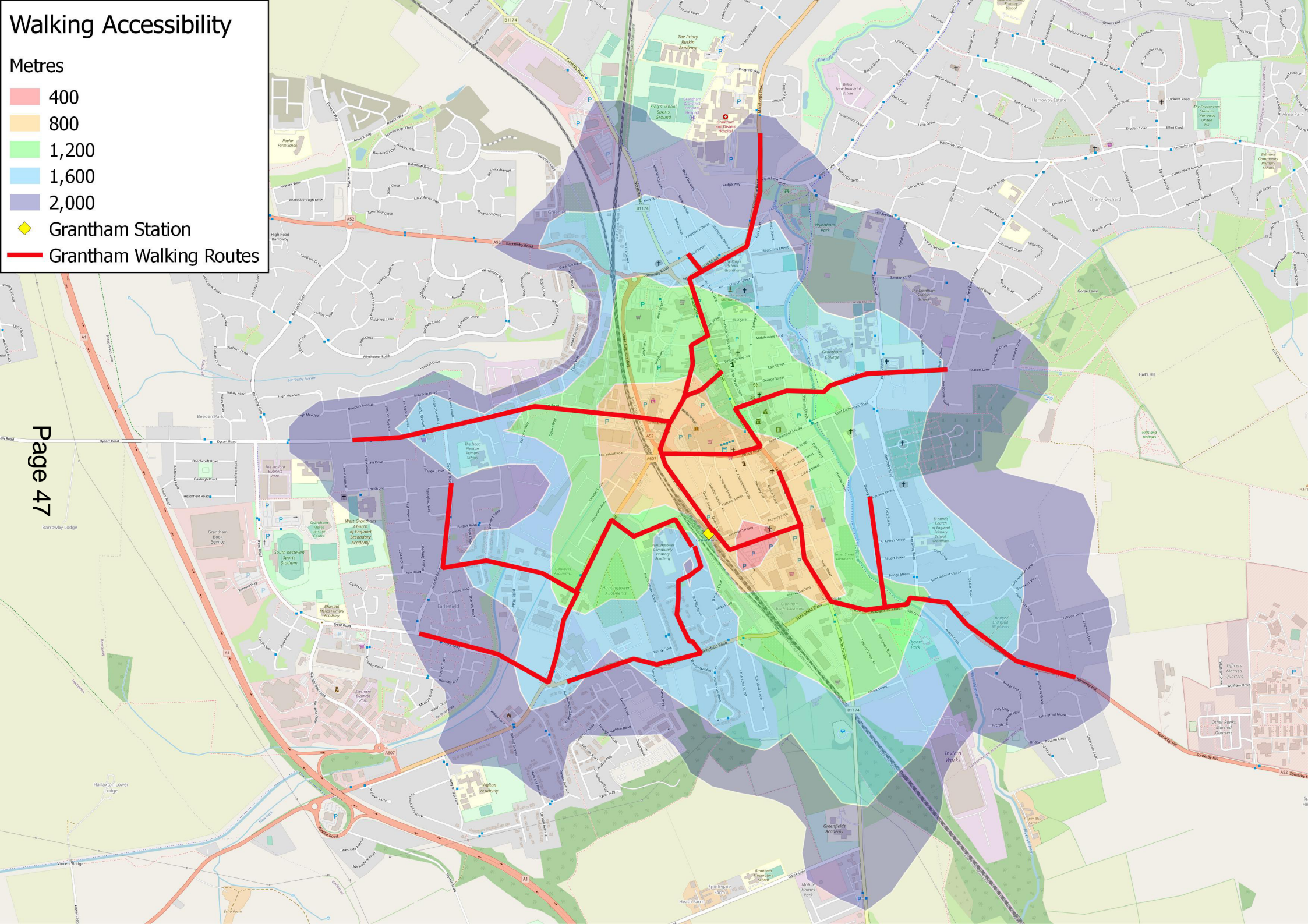
APPENDIX B-1

Walking Accessibility Plan

Walking Accessibility

Metres

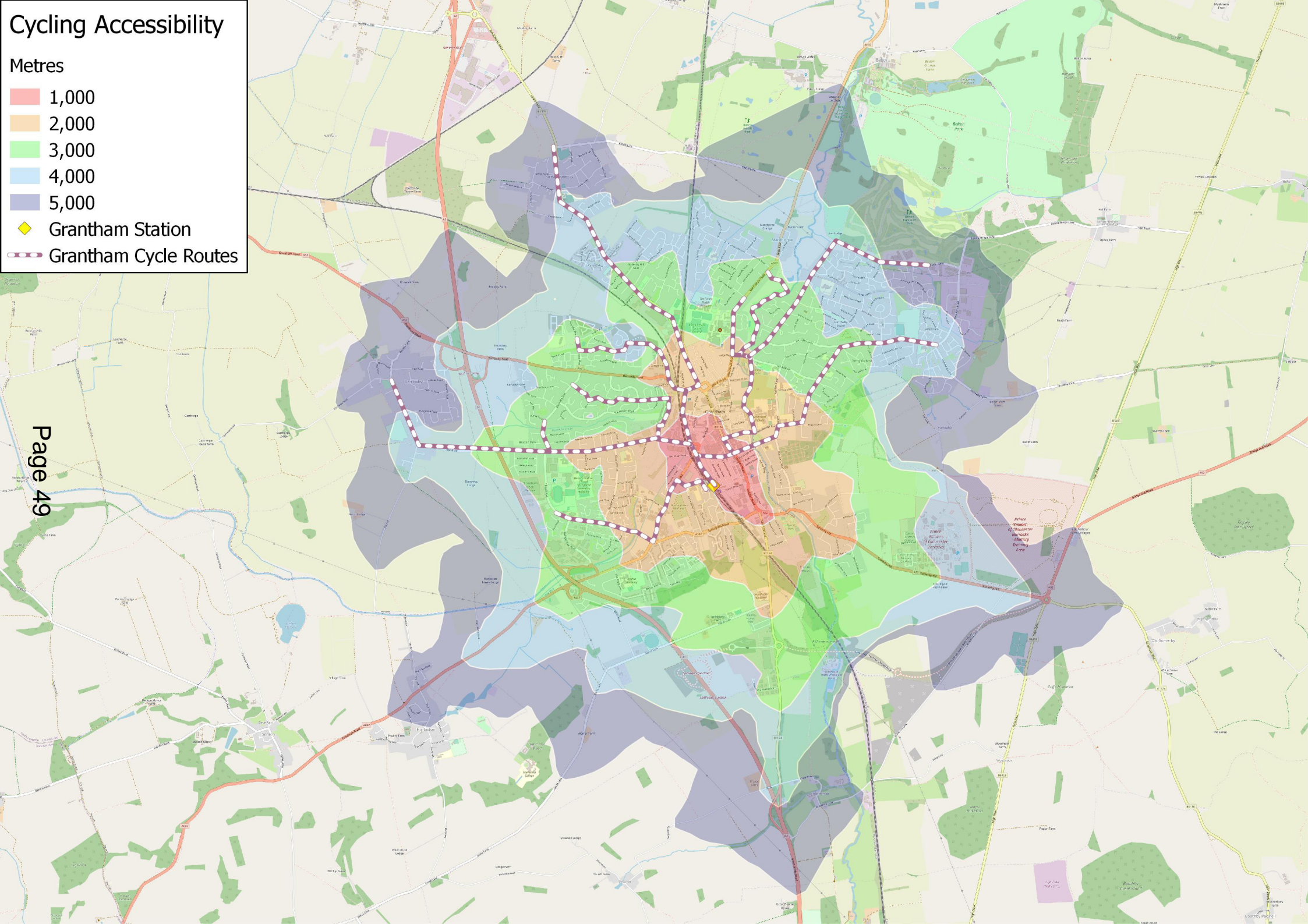
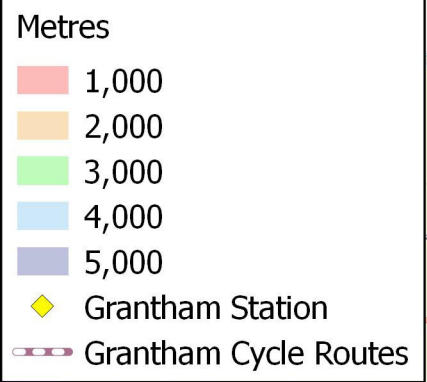
- 400
- 800
- 1,200
- 1,600
- 2,000
- Grantham Station
- Grantham Walking Routes



APPENDIX B-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX B-3

Glossary, Abbreviations and References

Abbreviation	Definition
CP6/CP7	Control Period – these are 5-year time periods across which DfT agree funding and service outputs from Network Rail. The number indicates the dates, CP6 is 2019-2024 for example, CP7 2024-2029 etc.
CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
DfT	Department for Transport – the central government body who buy most train services and fund Network Rail.
ECC	Enterprise Car Club – A car sharing scheme managed by LNER at a selection of their stations
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long distance high speed services to London along the Midland Mainline
EV	Electric Vehicle
HT	Hull Trains
LCC	Lincolnshire County Council
LNER	London North Eastern Railway. Operate Long distance high speed services to London along the East Coast Mainline
LTPV	Lincolnshire County Council Local Transport Plan no 5 (lasting 5 years to 2028/29).
NCR	National Cycle Network Route – Sustrans’ network of cycle routes spanning the whole nation
NR	National Rail
ORR	Office of Rail Regulation who oversee Network Rail’s performance and report back to DfT.
PIA	Personal Injury Accident – collisions on the highway network recorded by the police
ppa	Passengers per day/annum/train
SUE	Sustainable Urban Extension
TOC	Train Operating Company

APPENDIX B-4

Bibliography

[Accessible Travel Policy Guidance for train and station operators: September 2020 edition | Office of Rail and Road \(orr.gov.uk\)](#)

[RDG Guidance – Station Travel Plans](#)

[RDG Sustainable Stations Best Practice Guide](#)

[Grantham Station Travel Plan](#)

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Transportation Planning : Infrastructure Design

Lincolnshire Accessible Stations - Tranche 1

Appendix C – Skegness Station

Lincolnshire County Council

March 2022

Doc Ref: DY/210835/2

Prepared by: CG-Q/DY

Checked by:



David Young

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	07.02.22	Draft	CGQ	DY
1	21.02.22	Final Draft	CGQ	DY
2	03.03.22	Final	CGQ	DY

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BIBLIOGRAPHY



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Skegness – outline station facts

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

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Skegness station might be improved and recommend actions to be taken to increase rail use. Skegness Station is one of five stations chosen as part of the Tranche 1 process in order to conduct initial station pilots. If the measures are implemented and then shown to make a difference to passenger demand, the initiative has the potential to be rolled out at further stations across Lincolnshire.
- 1.2 This section will follow the following structure:
 - The current accessibility of the station. This includes access to the station and also when you are at the station.
 - The potential to increase trips from the existing community and through development plans in community. The focus will be on non-car modes, but not exclusively so.
 - The known plans to improve the station, environment and train services, and level of confidence that these will be delivered.
 - The plan for each station detailing improvement works required
 - The study will then include a ball-park cost estimate to undertake the recommended works.
- 1.3 Refer to the main Lincolnshire Rail Station Accessibility Tranche 1 report for details of the approach and methodology for each mode, funding streams and monitoring of measures applied across all stations.

Station Context

- 1.4 Skegness Station is located on the corner of A52 Wainfleet Road and Richmond Drive in the centre of Skegness. Skegness is a small town, known as a seaside holiday resort, and therefore has a seasonal influx of visitors from outside of the town.
- 1.5 Patronage at Skegness station is 350,864 ppa (source: ORR 2018/19) which is a growth of 97% since 10 years previously.
- 1.6 Skegness is served by the EMR service from Skegness to Nottingham, with strengthened services at peak holiday weekend times.

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

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

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

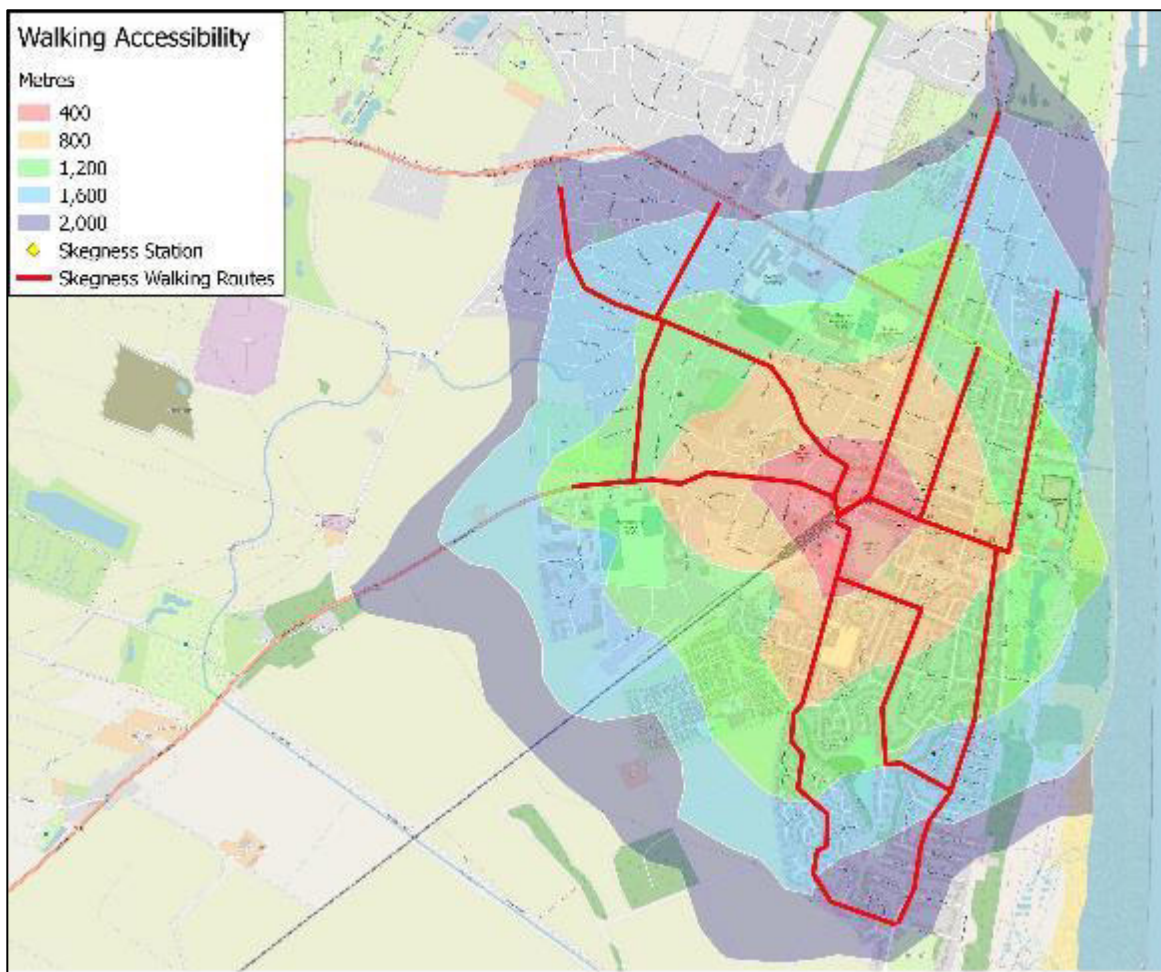
Station Facilities

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

Walking Accessibility

- 1.19 The key routes for pedestrians to use to access the station on foot from the adjoining communities are shown in the Walking Accessibility plan below, and repeated at a larger scale at **Appendix C-1**. The plan shows the areas of Skegness which are within an accessible walking distance of up to 2km. This area includes the majority of Skegness and Skegness Seafront.

Figure 1 – Walk routes to the station



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



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



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

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



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

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



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



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

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

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



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

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

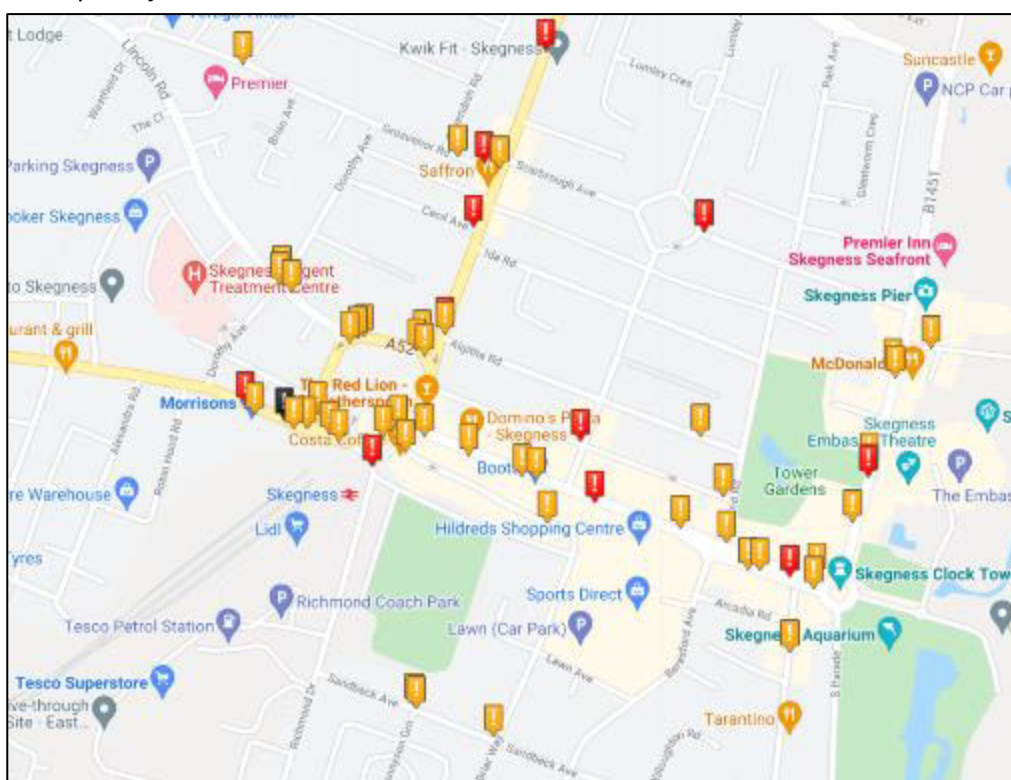


Google Streetview Snip (Westbound): Wayfinding for pedestrians and cyclists to the station and the Gibraltar Point route from Sandbeck Avenue, no distance is indicated on the signs.

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




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

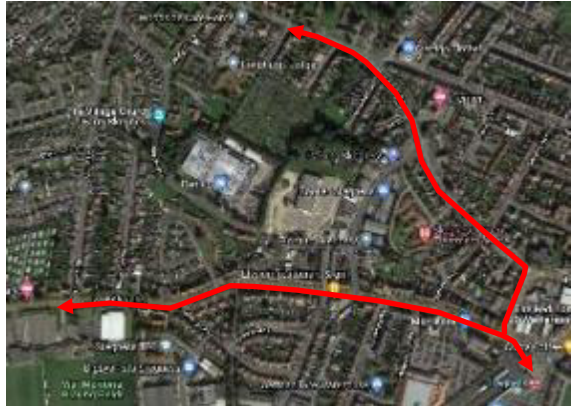
- 1.27 Lincoln Road is accessed via the signal-controlled pedestrian crossing of Wainfleet Road and the footway on Berry Road. Lincoln Road is similar to Wainfleet Road in that it has sufficiently wide footway for pedestrians but the provision of crossing facilities is poor with most missing tactile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



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

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

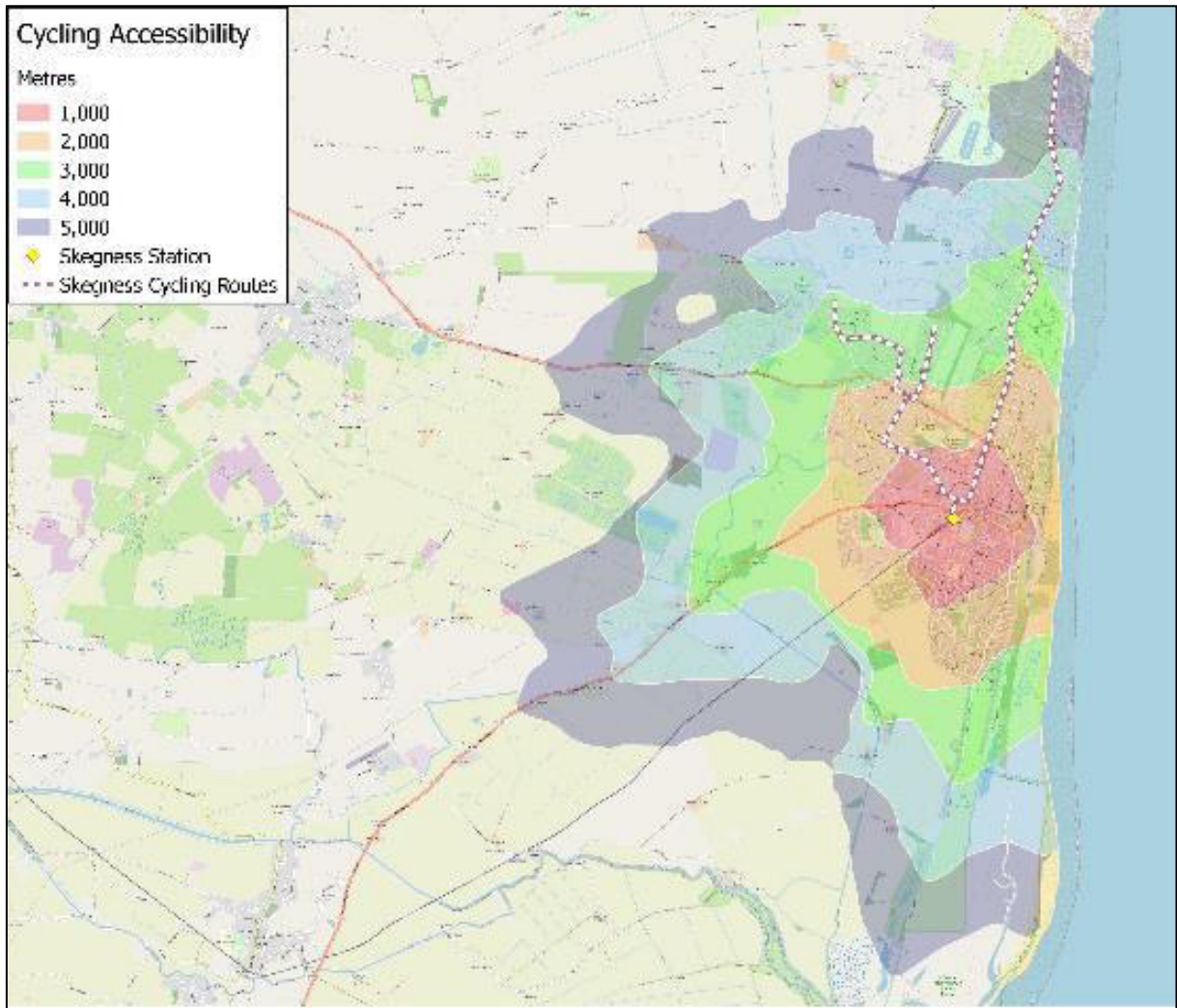
<p>3-4 Provide wayfinding in the public realm area at the station entrance to key local landmarks such as the town centre and the seafront.</p>	
<p>3-5 Relocate/refurbish/adjust the height of the national rail sign outside the station so it can be viewed more easily from the approaches.</p>	
<p>3-6 Relocate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

<p>3-9 Provide wayfinding for pedestrians in conjunction with the existing vehicle signage to the station on the key walk routes.</p>	
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Cycling Accessibility

- 1.32 Cycle journeys are appropriate for people who live beyond the walk distance to the station, and typically up to 5km. The routes passengers who might arrive on a bike are shown in Figure 3.2 below. This area includes all of Skegness and Seathorne.
- 1.33 Cyclists access the station via Wainfleet Road and Richmond Drive. There is cycle parking provided within the station concourse in the form of 34 sheltered two-tier cycle spaces, providing parking for 34 bicycles. The bike racks are located in the corner of the station and are out of sight of passengers arriving by bike who may be looking for cycle parking closer to the entrance or outside. There is signage in the station to the toilets and other facilities but not to the cycle parking and this would make more people aware of its location. When SCP inspected the site, there were 2 bikes parked, perhaps this reflects the fact that not many people are aware that they can park their bike at the station. However equally it may simply be a function of the time of year the site was visited (a dry January day).

Figure 2 – Cycle routes to the station

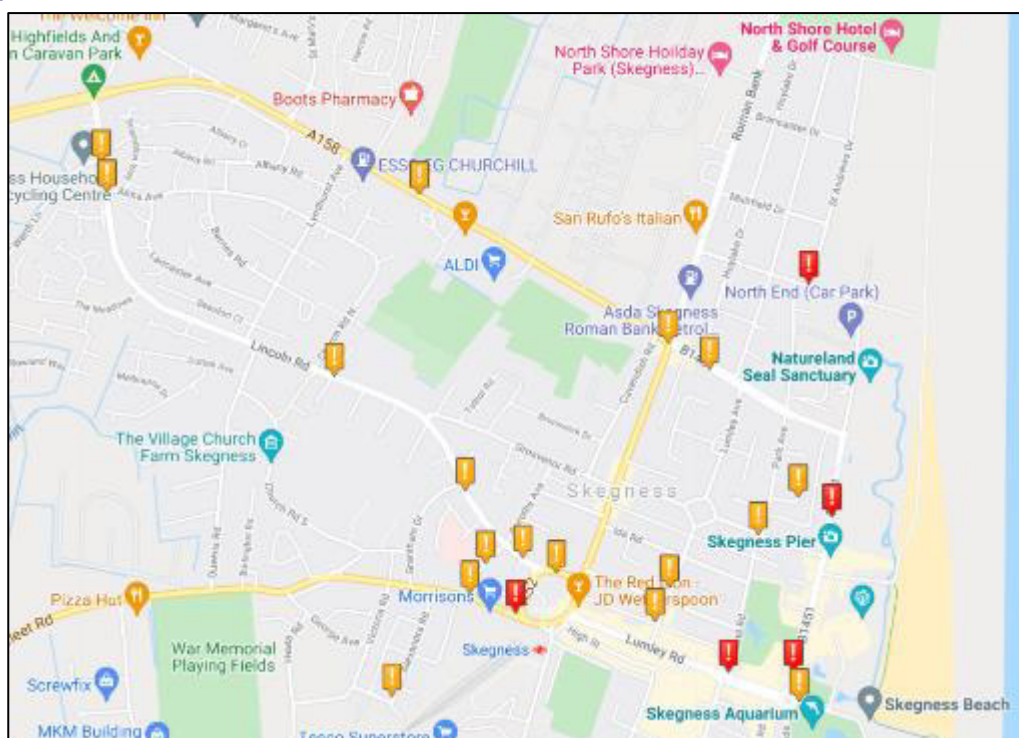


- 1.34 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 3.2, a larger scale version is attached at [Appendix C-2](#). The plan also shows the areas of Skegness which are within an accessible cycling distance of up to 5km.
- 1.35 The main cycle route to the north leads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

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




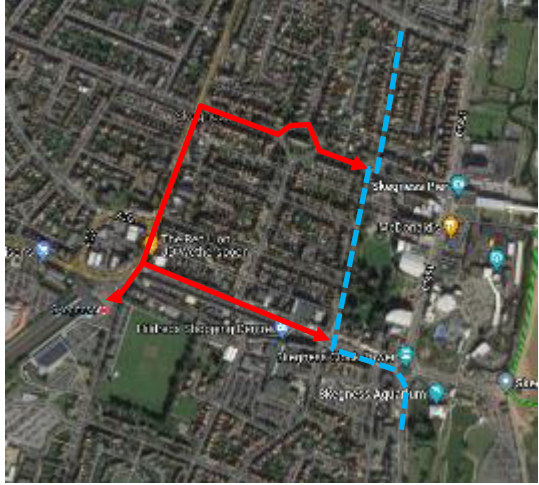

Google Streetview Snip (Eastbound): Lincoln Road, wide grass verge potential land for off-road cycle route.

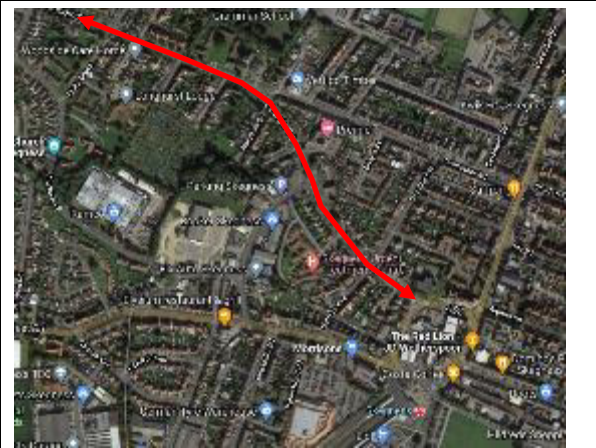


Crashmap: 5 years of cyclist casualty PIAs on key cycle routes in the vicinity of Skegness station

1.37 The crashmap database has been interrogated for the PIAs which resulted in a cyclist casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were 2 PIAs recorded on Lumley Gyratory, 1 on Wainfleet Road, 1 on Roman Bank, 3 on Lincoln Road and 2 on Rutland Road. Overall the number of PIAs which occurred resulting in a cyclist as a casualty is low. This may be attributed to the relatively low number of cyclists using the routes to and from the station, however the cluster of 5 accidents on the gyratory immediately outside the station is an indication of the difficulties cyclists face in this area.

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

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

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

Public Transport Accessibility

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

3-15 Provide realtime information displays in the railway station for bus departures.

Vehicle Accessibility

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

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

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



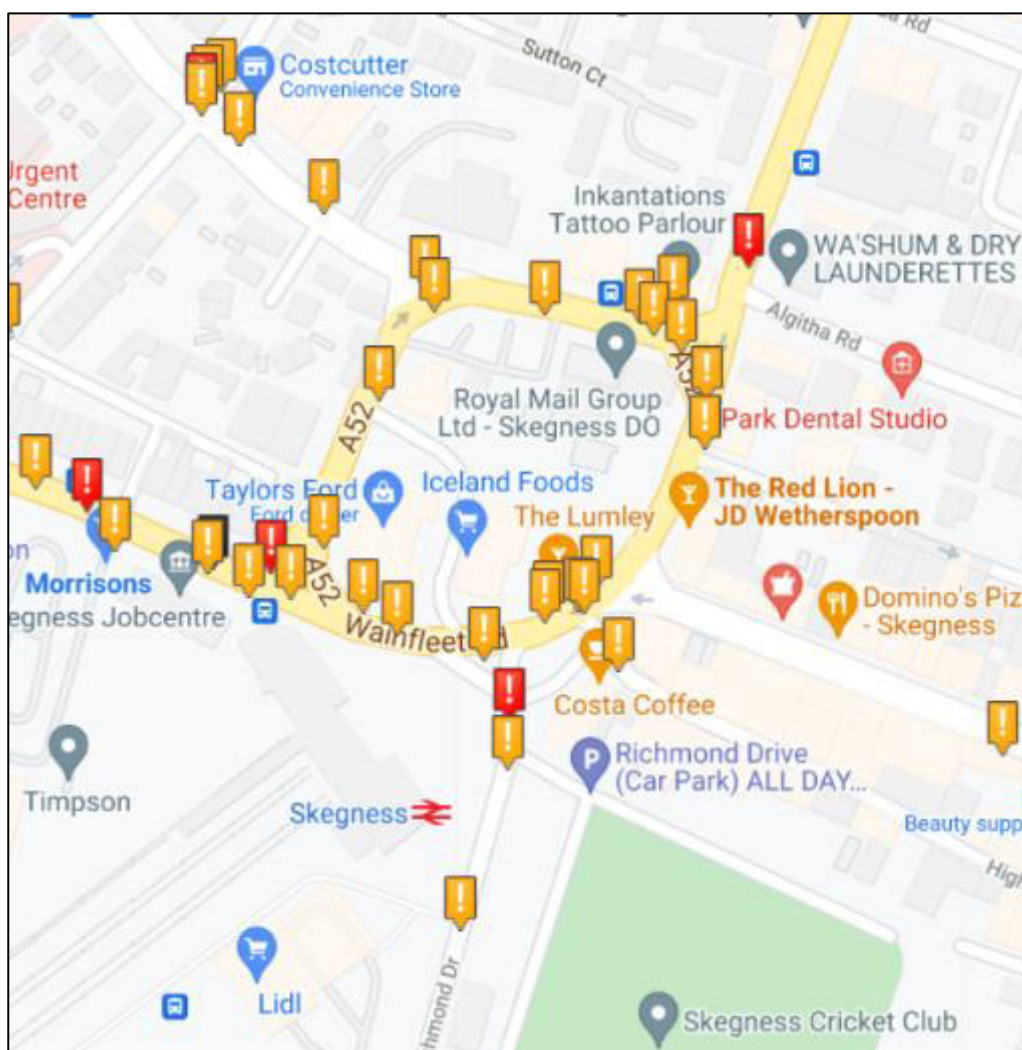
Google Streetview Snip (Southbound): Only vehicle signage for drivers coming from Alghitha Road to the station

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



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

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



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

Marketing

- 1.49 As well as undertaking physical works to facilitate access to/from the station. Just as important is raising awareness of the station and promoting the travel options to/from the station and demonstrating how accessible the station is. Illustrating the walk and cycle routes in particular would be useful.

- 1.50 There is no community group operating at the station. Utilising local volunteer support and community communications to promote the station services and accessibility, through word of mouth, using social media or even a local area leaflet drop etc. could have merit.
- 1.51 The County Council, Local Authority and train companies could support, fund and also promote the town and station, raising awareness of the station and working with local walk, cycle and visitor groups to promote the town and access to/from it by train.
- 1.52 Organisation and businesses with Travel Plans are also important players in communicating the station accessibility opportunities.

Costing

- 1.53 Skegness Station has been assessed for its current level of accessibility by walking, cycling, public transport and by car. Recommendations have been made for measures which could be implemented to improve the level of accessibility with the aim of increasing use of the station and connectivity for local residents and employees.
- 1.54 An indicative cost has been added to each recommendation.
- 1.55 Additionally, each recommendation has been assigned to a category which takes into consideration their likely benefit, necessity, cost and achievability:
 - Quick Wins – These recommendations are considered essential, they can be delivered quickly and at no or a relatively low cost. For example, re-orientating an incorrectly orientated road sign.
 - Essential – These recommendations are considered essential, they will cost more and require more planning to be delivered. For example, providing pedestrian, cyclist and vehicle directional signage between the station and key locations.
 - Desirable – These recommendations are considered desirable, they would likely cost more and require more planning but could have a major benefit to the station and local area. For example, providing a new toucan crossing on a nearby road.
- 1.56 These ratings are indicative and could vary dependent on a range of factors.
- 1.57 Table 1 below provides a summary of the action required for each recommendation (referenced to each station section in the report), the cost of doing so and a rating.

Table 1 – Skegness Station Recommendations and Indicative Costs (excluding design, land and utility costs)

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

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

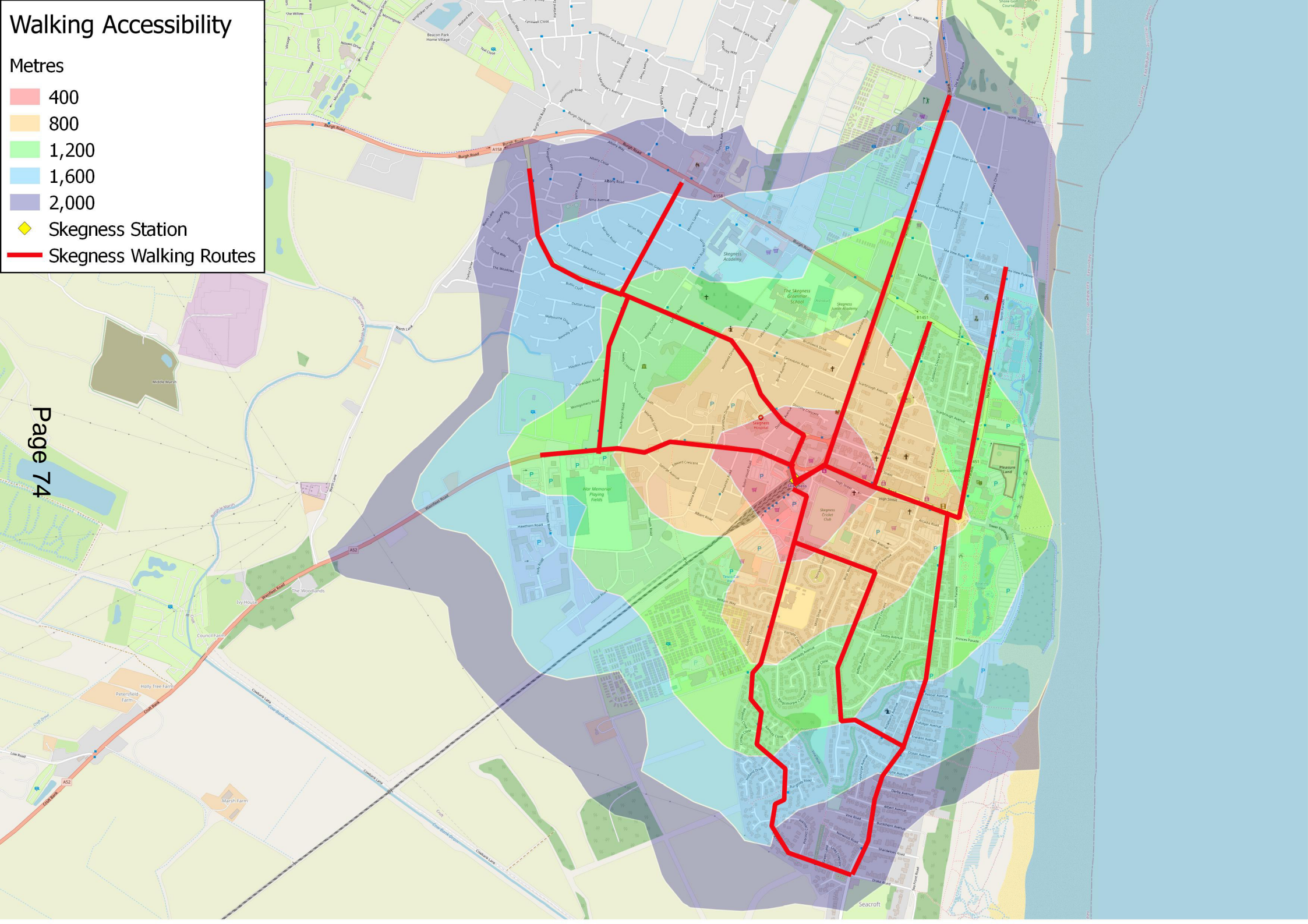
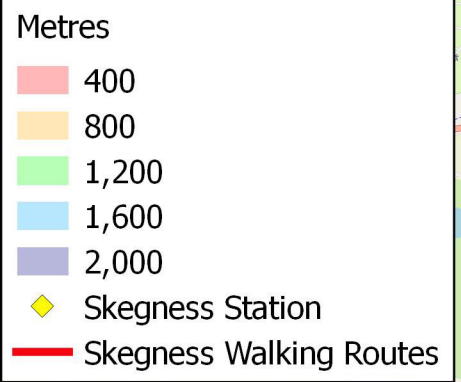
3-15	Provide wayfinding for cyclists to new cycle route on Lincoln Road (dependent on outcome of 3-14)	£13,500	Essential (dependent on 3-14)
3-16	Provide vehicle signage to station on Alghitha Road (spec: use national rail symbol and keep consistent with other vehicle signage in Skegness)	£2,250	Essential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

- 1.58 This list of recommendations essentially forms a longlist of potential measures which could be implemented as part of the final scheme. The final scheme measures will be decided through a sifting process to result in a shortlist of developed options.
- 1.59 Some of the quick wins which are deemed to be chosen measures could be implemented during the sifting process or during follow up process of appraising the essential and desirable options. For example, re-orientating a sign so it is pointing in the right direction is a maintenance issue that could be fixed very quickly, easily and affordably.

APPENDIX C-1

Walking Accessibility Plan

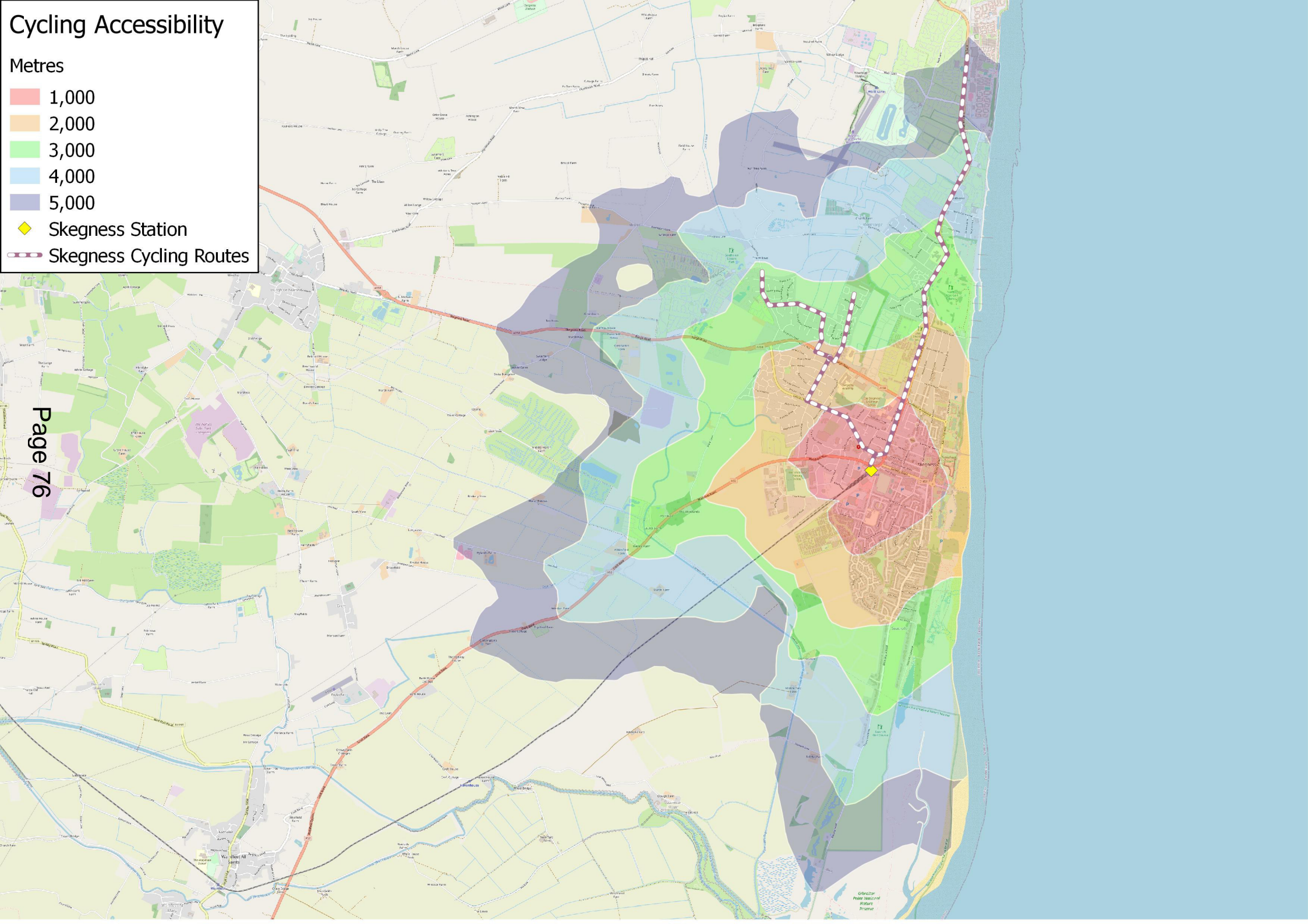
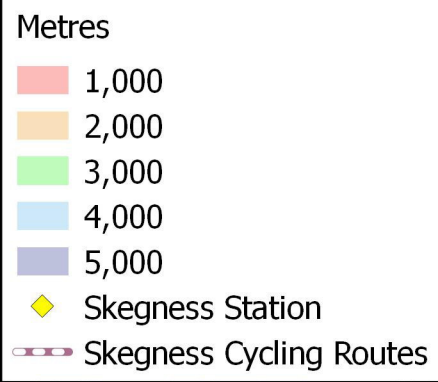
Walking Accessibility



APPENDIX C-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX C-3

Glossary, Abbreviations and References

Abbreviation	Definition
CP6/CP7	Control Period – these are 5-year time periods across which DfT agree funding and service outputs from Network Rail. The number indicates the dates, CP6 is 2019-2024 for example, CP7 2024-2029 etc.
CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
DfT	Department for Transport – the central government body who buy most train services and fund Network Rail.
ECC	Enterprise Car Club – A car sharing scheme managed by LNER at a selection of their stations
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long distance high speed services to London along the Midland Mainline
EV	Electric Vehicle
HT	Hull Trains
LCC	Lincolnshire County Council
LCWIP	Local Cycling Walking Infrastructure Plan
LNER	London North Eastern Railway. Operate Long distance high speed services to London along the East Coast Mainline
LTPV	Lincolnshire County Council Local Transport Plan no 5 (lasting 5 years to 2028/29).
NCR	National Cycle Network Route – Sustrans' network of cycle routes spanning the whole nation
NR	National Rail
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.
PIA	Personal Injury Accident – collisions on the highway network recorded by the police
ppa	Passengers per day/annum/train
SUE	Sustainable Urban Extension
TOC	Train Operating Company

APPENDIX C-4

Bibliography

[Accessible Travel Policy Guidance for train and station operators: September 2020 edition | Office of Rail and Road \(orr.gov.uk\)](#)

[RDG Guidance – Station Travel Plans](#)

[RDG Sustainable Stations Best Practice Guide](#)

[Grantham Station Travel Plan](#)

Lincolnshire Accessible Stations - Tranche 1

Appendix F – Ancaster Station

Lincolnshire County Council

March 2022

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Checked by:



David Young

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BIBLIOGRAPHY



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Ancaster – outline station facts

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

Patronage growth vs 10 years previously +27%

Population 1,300

Development potential – Local Plan None in Local Plan

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Ancaster Station might be improved and recommend actions to be taken to increase rail use. Ancaster Station is one of five stations chosen as part of the Tranche 1 process in order to conduct initial station pilots. If the measures are implemented and then shown to make a difference to passenger demand, the initiative has the potential to be rolled out at further stations across Lincolnshire.
- 1.2 This section will follow the following structure:
 - The current accessibility of the station. This includes access to the station and also when you are at the station.
 - The potential to increase trips from the existing community and through development plans in community. The focus will be on non-car modes, but not exclusively so.
 - The known plans to improve the station, environment and train services, and level of confidence that these will be delivered.
 - The plan for each station detailing improvement works required
 - The study will then include a ball-park cost estimate to undertake the recommended works.
- 1.3 Refer to the main section of the report for details of the approach and methodology for each mode, funding streams and monitoring of measures.

Station Context

- 1.4 Ancaster Station is located on Station Approach in the north of Ancaster. Ancaster is a small rural village; approximately 10km as the crow flies from neighbouring towns Sleaford and Grantham.
- 1.5 Patronage at Ancaster station is 5,908 ppa (source: ORR 2018/19) which by way of comparison to Sleaford (310,906) and Grantham (1,413,006 ppa) it is a small and infrequently used station.
- 1.6 Ancaster is served by the EMR service from Skegness to Nottingham.
- 1.7 In January 2022, the EMR service calls at 4 times per day in each direction (8 in total) from Monday to Saturday and there are no services on Sunday. This comprises 2 morning, 1 midday and 1 early evening services from Nottingham to Skegness and 1 morning, 1 midday and 2 evening services from Skegness to Nottingham.
- 1.8 EMR had committed in 2021 to providing the improvements to the Skegness to Nottingham service, the intention remains to roll them out as planned. The improvements are as follows:
 - Additional peak services between Nottingham and Grantham
 - Earlier morning and later evening Nottingham to Boston services

- Saturday service to be strengthened by two additional services in each direction during high season (26/07/21 to 10/09/21)
 - Enhanced Sunday service, provided all-year round
- 1.9 The station could be better served, particularly if the improvements to the Nottingham to Boston service includes additional calls at Ancaster. There are existing services which pass through Ancaster without stopping, yet they stop at other nearby small stations, such as Heckington. Heckington is called at 14 times on the Skegness to Nottingham line Monday to Saturday in both directions and 11 times on Sundays. It has a similar catchment population (3,350 compared to 1,300), however it has a far greater level of use (66,494 ppa compared to 5,908 ppa).
- 1.10 Patronage has however grown by 27% over the last 10 years. Looking forward, patronage is not expected to increase further due to no significant committed housing or employment developments in the pipeline.
- 1.11 The challenge for Ancaster is whether there is justification for investing in facilities without a step change in train services calling at the station. On its own investment would only have a limited impact on patronage, although this could be used as leverage to see more station calls, if these can be timetabled between Sleaford and Grantham.

Station Facilities

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



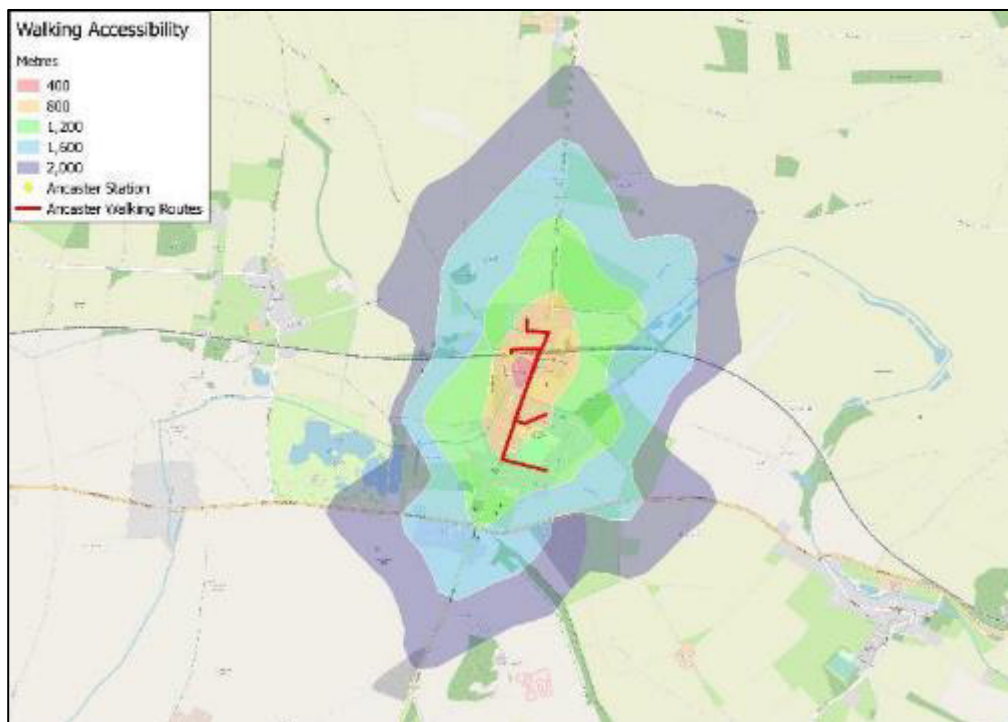
Photo: Station platforms with no tactiles and barrow crossing

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

Walking Accessibility

- 1.18 The key routes for pedestrians to use to access the station on foot from the adjoining communities are shown in the Walking Accessibility plan below, and repeated at a larger scale at **Appendix F-1**. The plan shows the areas of Ancaster which are within an accessible walking distance of up to 2km. This area includes all of Ancaster village.

Figure 1 – Walk routes to the station



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



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


- 1.23 An alternative walking route would be via Pottergate Road, a byway which can be accessed to the west of the station and provides a convenient, shared route to Ancaster village centre. However, it is currently not street-lit so it would not be appealing during the hours of darkness, particularly as it also shared with vehicles, although a low volume.
- 1.24 There is a wayfinding signpost for the station opposite Station Approach only.
- 1.25 The crashmap database has been interrogated for the PIAs which resulted in a pedestrian casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were no PIAs resulting in a pedestrian casualty recorded in Ancaster or near to the station.



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

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

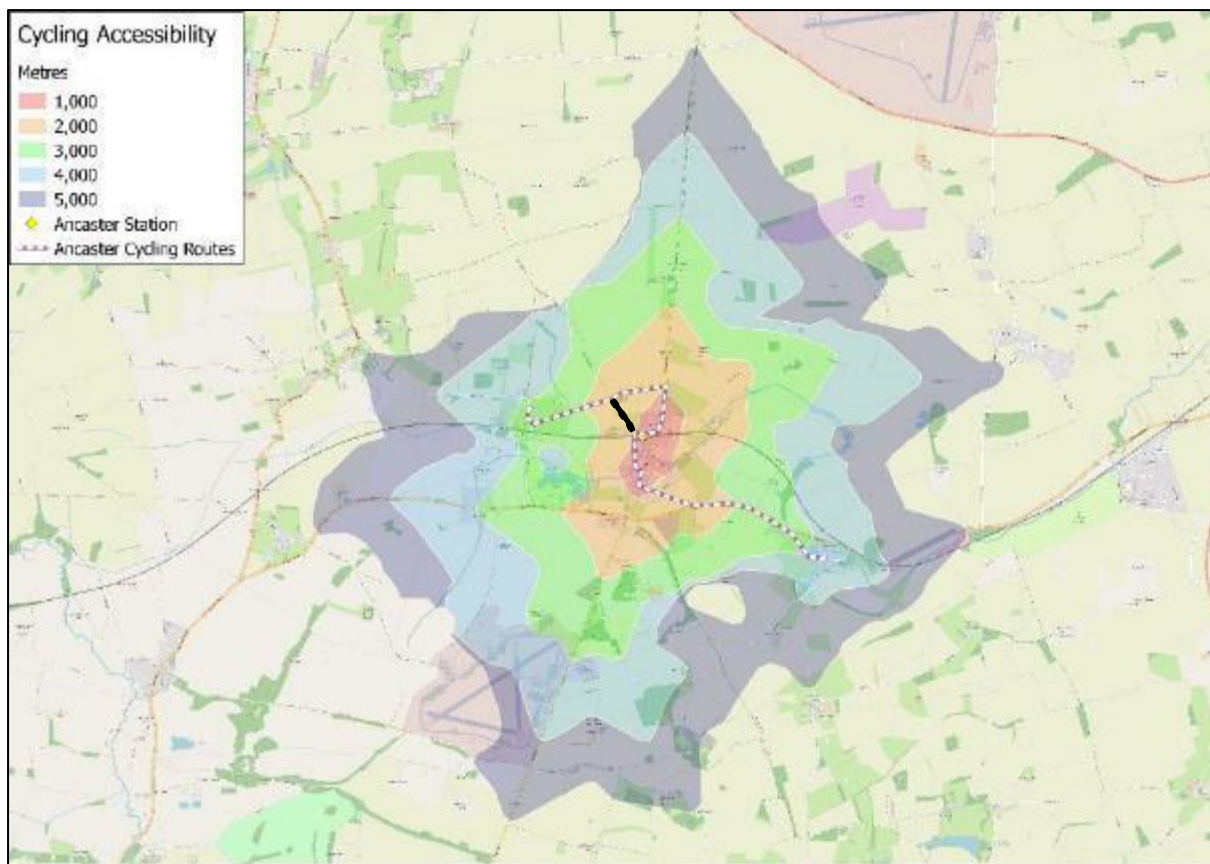
6-4	Relocate the footway on Ermine Street to the station side and provide a crossing on the other side of the railway bridge	
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<p>6-5 Provide a crossing to the north of the Station Approach on Ermine Street</p>	
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Cycling Accessibility

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

Figure 2 – Cycle routes to the station



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

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

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

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



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


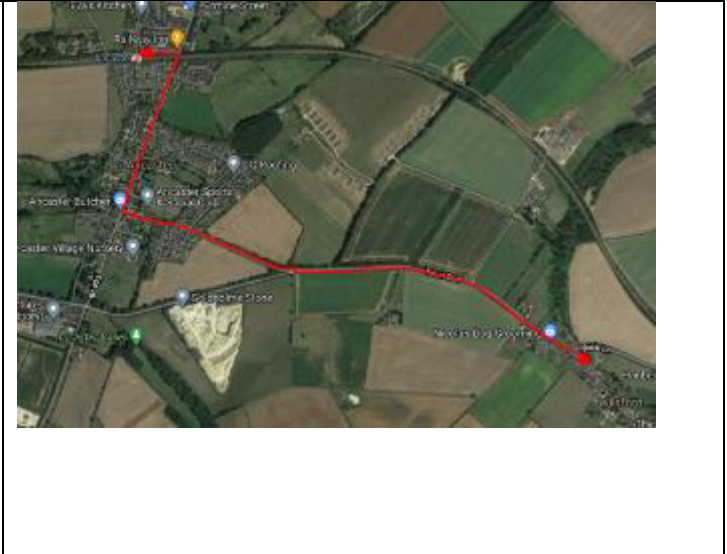



Photo (Westbound): Beginning of footpath on Town End from Wilsford to Ancaster, HGVs using road and route unsigned presenting cyclists with a difficult choice.



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

- 1.35 The crashmap database has been interrogated for the PIAs which resulted in a cyclist casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were no PIAs resulting in a cyclist casualty recorded on the cycle route to Sudbrook or on Town End. There were also none at the Station Approach and Ermine Street junction. The only accident occurred on Ermine Street. The overall low number of PIAs is likely to be a result of the low number of cyclists and vehicles.
- 1.36 In summary, the potential measures that could be implemented to improve accessibility for cyclists could include:

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

Public Transport Accessibility

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

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

Vehicle Accessibility

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



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

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

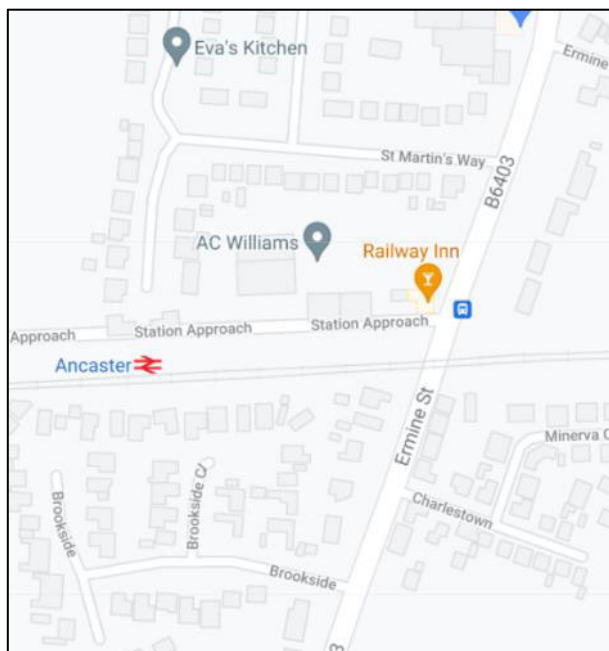


Google Streetview Snip (North-Westbound): vehicle signage from Sleaford Road to Ancaster but not to station



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

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



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

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

Marketing

- 1.46 As well as undertaking physical works promoting the travel options from the station and demonstrating how accessible the station is on foot and by bike is important to raise the community awareness of the option to travel by train. Illustrating the walk and cycle routes would be useful.
- 1.47 There is evidence of a Friends of Ancaster Station, although we are not sure if this is currently active, however a flower garden seemed to be being maintained. Utilising local volunteer support and community communications to promote the station services and accessibility, through word of mouth, using social media or even a local area leaflet drop etc. has merit.

Costing

- 1.48 Ancaster Station has been assessed for its current level of accessibility by walking, cycling, public transport and by car. Recommendations have been made for measures which could be implemented to improve the level of accessibility with the aim of increasing use of the station and connectivity for local residents and employees.
- 1.49 An indicative cost has been added to each recommendation.
- 1.50 Additionally, each recommendation has been assigned to a category which takes into consideration their likely benefit, necessity, cost and achievability:
- Quick Wins – These recommendations are considered essential, they can be delivered quickly and at no or a relatively low cost. For example, re-orientating an incorrectly orientated road sign.
 - Essential – These recommendations are considered essential, they will cost more and require more planning to be delivered. For example, providing pedestrian, cyclist and vehicle directional signage between the station and key locations.
 - Desirable – These recommendations are considered desirable, they would likely cost more and require more planning but could have a major benefit to the station and local area. For example, providing a new toucan crossing on a nearby road.
- 1.51 These ratings are indicative and could vary dependent on a range of factors.
- 1.52 Table 1 below provides a summary of the action required for each recommendation (referenced to each station section in the report), the cost of doing so and a rating.

Table 1 – Ancaster Station Recommendations and Indicative Costs (excluding design, land and utility costs)

Recommendation Reference	Action Required	Indicative Cost	Rating
6-1	Surface the car park and mark out 10 parking bays	£70,000	Essential
6-2	Provide tactile paving along 2 platforms (total distance of approx. 100m)	Network Rail to install	Essential
6-3	Implement National Rail platform crossing scheme (upgrade barrow crossing)	Network Rail to install	Essential
6-4	Remove the existing footway on Ermine Street under the railway bridge Provide new footway on station side of Ermine Street under the railway bridge (length of footway approx. 25m)	£80,500	Essential
6-5	Provide a crossing on Ermine Street to the north of the junction with Station Approach, approx. crossing distance of 7.5m	£3,000	Desirable
6-6	Provide wayfinding for cyclists between station and Sudbrook via Pottergate	£13,500	Essential

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

- 1.53 This list of recommendations essentially forms a longlist of potential measures which could be implemented as part of the final scheme. The final scheme measures will be decided through a sifting process to result in a shortlist of developed options.
- 1.54 Some of the quick wins which are deemed to be chosen measures could be implemented during the sifting process or during follow up process of appraising the essential and desirable options. For example, re-orientating a sign so it is pointing in the right direction is a maintenance issue that could be fixed very quickly, easily and affordably.

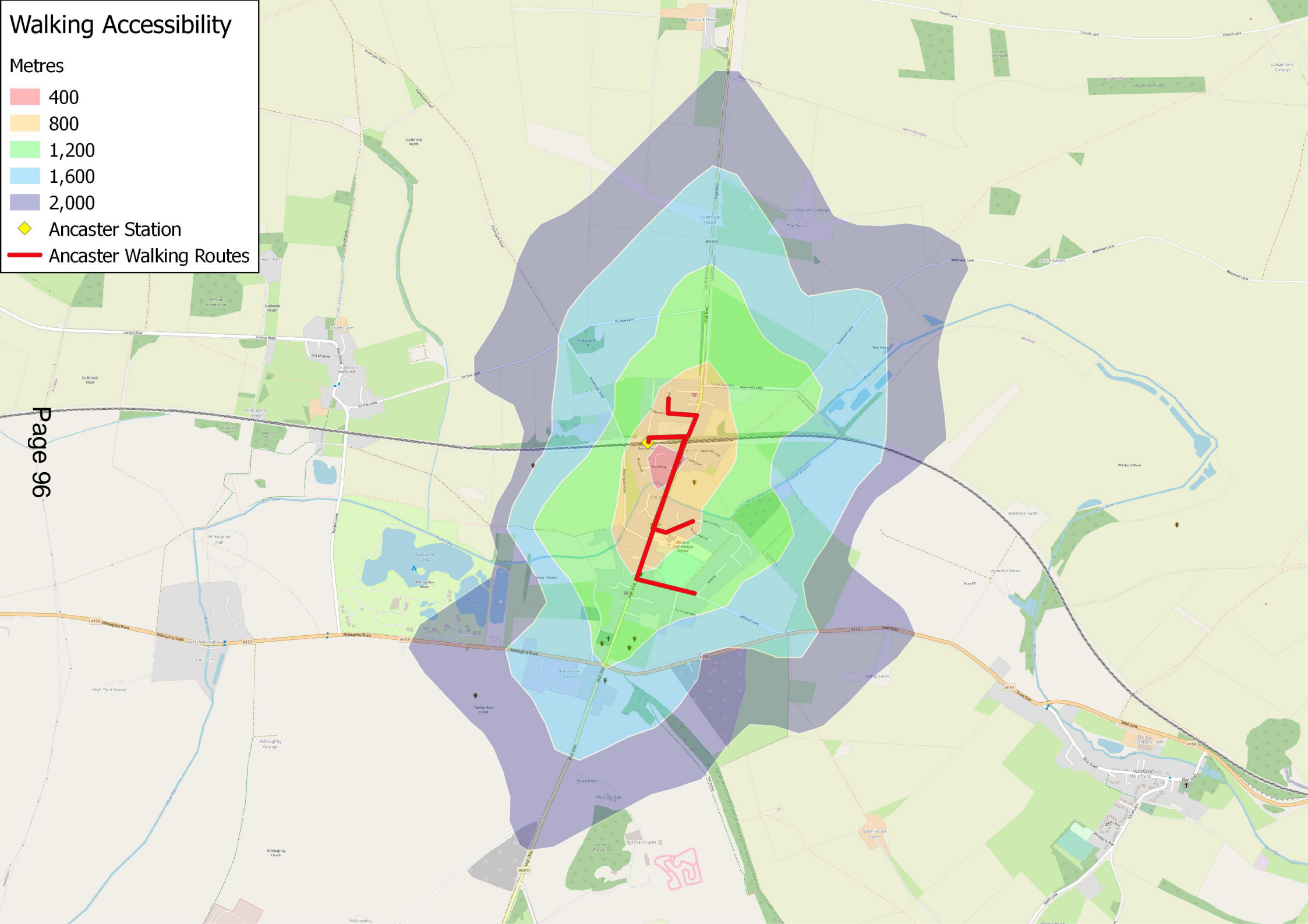
APPENDIX F-1

Walking Accessibility Plan

Walking Accessibility

Metres

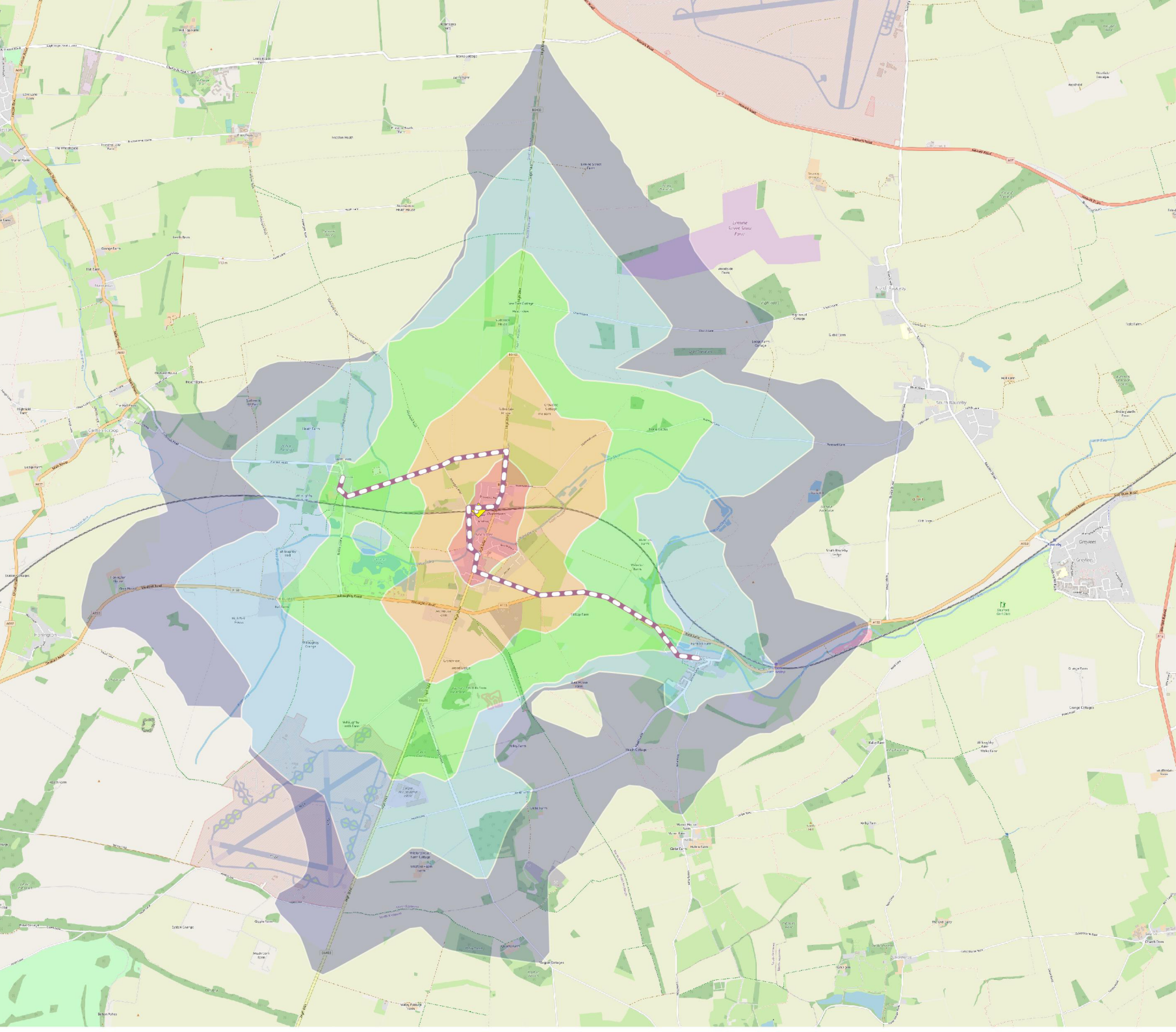
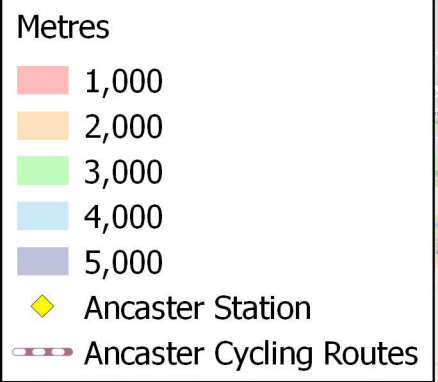
- 400
- 800
- 1,200
- 1,600
- 2,000
- Ancaster Station
- Ancaster Walking Routes



APPENDIX F-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX F-3

Glossary, Abbreviations and References

Abbreviation	Definition
CP6/CP7	Control Period – these are 5-year time periods across which DfT agree funding and service outputs from Network Rail. The number indicates the dates, CP6 is 2019-2024 for example, CP7 2024-2029 etc.
CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
DfT	Department for Transport – the central government body who buy most train services and fund Network Rail.
ECC	Enterprise Car Club – A car sharing scheme managed by LNER at a selection of their stations
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long distance high speed services to London along the Midland Mainline
EV	Electric Vehicle
HT	Hull Trains
LCC	Lincolnshire County Council
LCWIP	Local Cycling Walking Infrastructure Plan
LNER	London North Eastern Railway. Operate Long distance high speed services to London along the East Coast Mainline
LTPV	Lincolnshire County Council Local Transport Plan no 5 (lasting 5 years to 2028/29).
NCR	National Cycle Network Route – Sustrans' network of cycle routes spanning the whole nation
NR	National Rail
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.
PIA	Personal Injury Accident – collisions on the highway network recorded by the police
ppa	Passengers per day/annum/train
SUE	Sustainable Urban Extension
TOC	Train Operating Company

APPENDIX F-4

Bibliography

[Accessible Travel Policy Guidance for train and station operators: September 2020 edition | Office of Rail and Road \(orr.gov.uk\)](#)

[RDG Guidance – Station Travel Plans](#)

[RDG Sustainable Stations Best Practice Guide](#)

[Grantham Station Travel Plan](#)

Lincolnshire Accessible Stations - Tranche 1

Appendix D – Gainsborough Lea Road Station

Lincolnshire County Council

March 2022

Doc Ref: DY/210835/2

Prepared by: CG-Q/DY

Checked by:



David Young

Document Revision Control

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0	07.02.22	Draft	CGQ	DY
1	21.02.22	Final Draft	CGQ	DY
2	03.03.22	Final	CGQ	DY

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BIBLIOGRAPHY



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Gainsborough Lea Road – outline station facts	
Annual Patronage (pre Covid)	164,188 ppa (7 trips/head population)
Patronage growth vs 10 years previously	+38%
Population	23,000
Development potential – Local Plan	<p>Housing Within 1km:</p> <ul style="list-style-type: none"> • 293 dwellings expected by 2026¹ <p>Within 5km:</p> <ul style="list-style-type: none"> • 261 dwellings expected by 2026¹ <p>Future developments beyond 2026:</p> <ul style="list-style-type: none"> • A further 70 dwellings at Gateway Riverside Housing Zone^{Error! Bookmark not defined.} • Gainsborough Southern Neighbourhood SUE includes proposals for 2500 dwellings (200 included above), 1400 of these by 2036² <p>Resultant daily rail trips (assumes 995 dwellings by 2029): 54 arrivals and 53 departures</p> <p>Employment Within 5km:</p> <ul style="list-style-type: none"> • Gainsborough Southern Neighbourhood SUE includes 1.5ha of employment land to accommodate businesses and general industry². <p>Resultant daily rail trips (assumes 0.75ha B2 and 0.75ha B8): 1 arrival and 1 departure</p>

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Gainsborough Lea Road station might be improved and recommend actions to be taken to increase rail use. Gainsborough Lea Road Station is one of five stations chosen as part of the Tranche 1 process in order to conduct initial station pilots. If the measures are implemented and then shown to make a difference to passenger demand, the initiative has the potential to be rolled out at further stations across Lincolnshire.
- 1.2 This section will follow the following structure:
- The current accessibility of the station. This includes access to the station and also when you are at the station.
 - The potential to increase trips from the existing community and through development plans in community. The focus will be on non-car modes, but not exclusively so.
 - The known plans to improve the station, environment and train services, and level of confidence that these will be delivered.
 - The plan for each station detailing improvement works required

¹ Land Supply Report (1 April 2021 to 31 March 2026): <https://www.n-kesteven.gov.uk/resources/assets/attachment/full/0/108346.pdf>

² Central Lincolnshire Local Plan: <https://www.n-kesteven.gov.uk/central-lincolnshire/local-plan/>

- The study will then include a ball-park cost estimate to undertake the recommended works.

1.3 Refer to the main section of the report for details of the approach and methodology for each mode, funding streams and monitoring of measures.

Station Context

- 1.4 Gainsborough Lea Road Station is located on the A156 Lea Road in the south of Gainsborough; approximately 2km from Gainsborough town centre where the town's other train station, Gainsborough Central Station, is located. Gainsborough Central and Gainsborough Lea Road are located on different lines and provide different services, therefore the connection between the two stations could be an important consideration if services at Gainsborough Central were increased above the current limited service
- 1.5 Patronage at Gainsborough Lea Road station is 164,188 ppa (source: ORR 2018/19) which is substantially greater than the 1,494 ppa (source: ORR 2018/19) at Gainsborough Central and therefore Gainsborough Lea Road is the main station for the town
- 1.6 Gainsborough Lea Road is served by the EMR service from Doncaster to Peterborough via Lincoln and the Northern Rail (NR) service from Lincoln to Sheffield, Wakefield and Leeds.
- 1.7 In January 2022, the EMR service calls at Gainsborough Lea Road 5 times per day in each direction from Monday to Saturday and there are no services on Sunday. The eastbound NR service calls at Gainsborough Lea Road 15 times on Mondays, Tuesdays and Saturdays, and 14 times on Wednesdays to Fridays and Sundays. The westbound NR service calls at Gainsborough Lea Road 22 times on Mondays to Fridays, 21 times on Saturdays and 13 times on Sundays.
- 1.8 This amounts to an average number of services of 42 on Mondays to Fridays, 41 on Saturdays and 27 on Sundays. By way of comparison, there are 17 services which call at Gainsborough Central each week, typically serving smaller communities.
- 1.9 EMR have committed to providing the following improvements to the Doncaster, Lincoln and Peterborough service, further reinforcing the position of Gainsborough Lea Road as being the main one serving the town:
- Increased frequency between Peterborough and Lincoln with earlier and later services
 - Additional 5 Peterborough to Doncaster and 3 Doncaster to Peterborough services on Saturdays
 - Additional hourly through service between Peterborough, Lincoln and Doncaster
 - New Sunday service between Lincoln and Doncaster
- 1.10 The station is therefore well served by train services and has seen patronage grow by 38% across the last 10 years.
- 1.11 Looking forward, patronage is expected to increase further with committed housing developments (resulting in an additional circa 995 dwellings by 2029) and committed employment developments, all within an accessible distance of the station.
- 1.12 The challenge for Gainsborough Lea Road is to cement itself as the main station in the town, avoiding confusing potential passengers through having two stations. This is a common problem, in towns served by more than one station. It is important that people understand the station hierarchy.

Station Facilities

- 1.13 Gainsborough Lea Road is an unstaffed station with no toilets or ticket machines. There is a taxi drop off area, car and cycle parking, and there are shelters on both platforms. Vehicle access operates on a one-way basis.

- 1.14 The former station building is part vacant and partially boarded up. The vegetation around the rear and side of the building is overgrown and partially obstructs visibility of the National Rail sign and wayfinding.
- 1.15 A vacant plot of land adjacent to the car park which is accessed via a locked gate and could be used to increase parking and drop off facilities. There is no EV charging option at the station.
- 1.16 There is step free access to both platforms. However, the ramps are over 60m in length and very indirect due to the significant difference in level between road and platforms. Additionally, the bends in the ramps create hidden corners which could create the perception of being unsafe for passengers. There is tactile paving at the edge of platform 2, however there are none provided on platform 1.
- 1.17 NR is planning to straighten the platforms and provide an improved access to the station. Additionally, there is a community initiative ongoing to provide a new flower garden at the station.
- 1.18 LCC have previously drawn up proposals for the area of vacant land adjacent to the station, however these were not brought forward due to land ownership issues.
- 1.19 Improvements to the facilities would likely create a more pleasant environment for passengers, improve the feeling of safety and increasing the likelihood that people would travel by rail more frequently to and from Gainsborough.
- 1.20 Potential measures that could be implemented to improve the station facilities could be:
 - 4-1 Cut back vegetation and reconfigure landscaping in the surrounds of the station to improve visibility in the station site and of wayfinding and national rail station sign. This is to raise visibility of the station.
 - 4-2 Refurbish the main building and provide facilities such as toilets, waiting room, coffee shop and ticket machines etc. Or at the very least bring it back into a community use that creates a more active presence on the site.
 - 4-3 Develop the adjacent vacant land to create more space for car parking and improve the taxi and drop off arrangements.

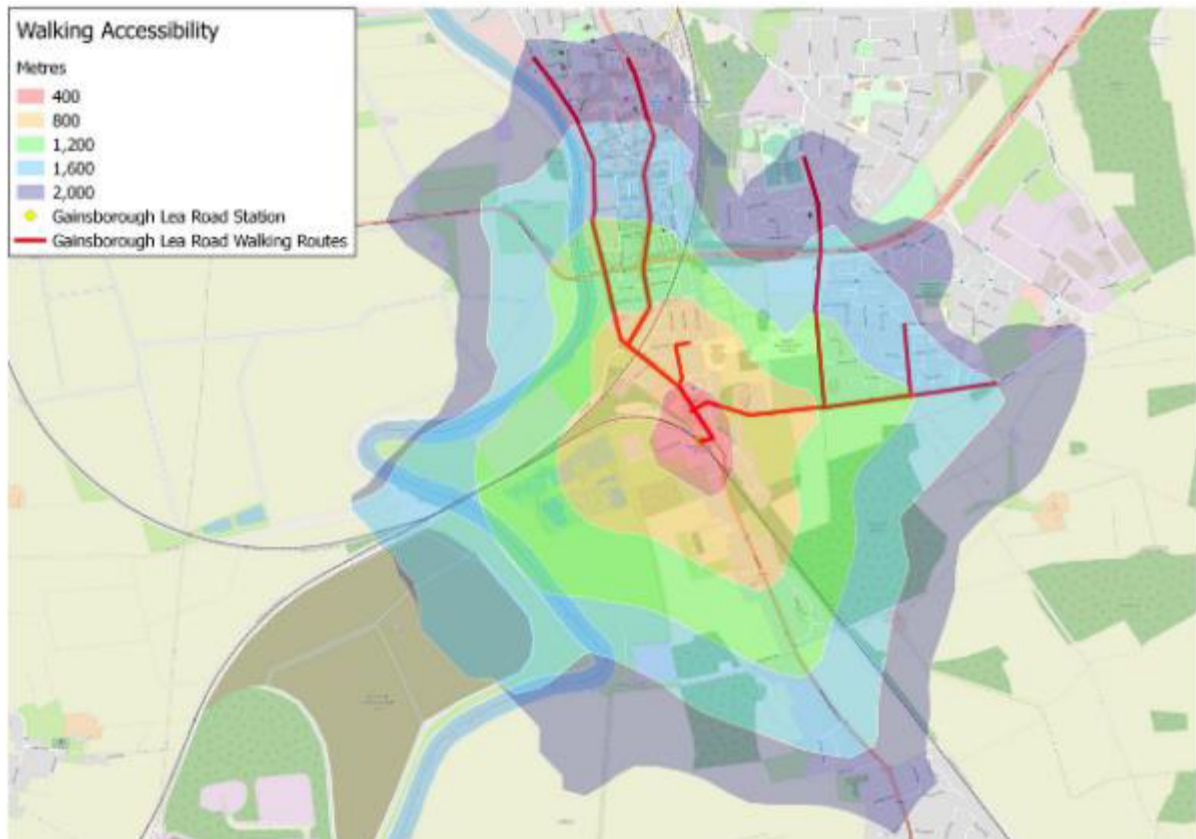


- 4-4 Provide tactile paving on platform 1.
- 4-5 Provide lifts as an alternative to the existing ramps to improve accessibility and reduce perception of risk.

Walking Accessibility

- 1.21 The key routes for pedestrians to use to access the station on foot from the adjoining communities are shown in the Walking Accessibility plan below, and repeated at a larger scale at **Appendix D-1**. The plan shows the areas of Gainsborough which are within an accessible walking distance of up to 2km. This area includes Gainsborough town centre, sections of south and east Gainsborough and a small section of Lea village.

Figure 1 – Walk routes to the station



- 1.22 Pedestrians access the station via A156 Lea Road via the vehicular access or egress. The first issue for pedestrians at the station is that there is no segregated walk route, indeed for pedestrians heading north there is a well worn path across the grass area leading to an informal step into Summergangs Lane. Upgrading the walk route to/from the station is an obvious improvement, this would involve providing a proper path at a gradient to remove the step into Summergangs Lane.
- 1.23 Pedestrians can connect to the footway on the west side of Lea Road and walk south towards Lea village with a good standard of footway for its full length. Heading north from the station passengers are faced with crossing the station egress/Summergangs Lane/rail access junction bell mouths which combine to create a wide and ill-defined bell mouth approximately 40m crossing distance. The junction needs rationalising and pedestrian movements accommodating.



Photo (Left: Northbound; Right: Southbound): excessively wide junction bell mouth and stepped pedestrian access at Summergangs Lane

- 1.24 The nearest pedestrian crossing facilities on Lea Road are approximately 90m to the north of the station, they are signal-controlled. This is beneficial to passengers walking along Foxby Hill to the residential and employment area in the south-east of Gainsborough however it is not a convenient crossing location for passengers walking to the southbound bus stop opposite the station, located immediately opposite the station.
- 1.25 Wayfinding is provided within the site boundary directing passengers to Gainsborough town centre. However, the sign has a dark background and does not provide an indication of walking distance. There is an additional and more helpful sign on the opposite side of Lea Road, with directions and walking distance to the town centre and Gainsborough Central station, however this is not easily read from the station side of the road. There is further wayfinding at the roundabout with Ashcroft Road however there is no wayfinding at the large roundabout with Thorndike Way, other than vehicle signage, where limited and poor quality crossing facilities create a severance point for pedestrians. Directional signs need to provide continuity. They also need to be correctly orientated, this is not always the case (see photos opposite Marshalls Yard and at Ashcroft Rd/Lea Rd).



*Photo (Westbound):
Wayfinding sign opposite
Marshall's Yard. Signpost not
correctly orientated*



*Photo (Northbound):
Wayfinding signage at
Ashcroft Rd/Lea Rd
roundabout. Signpost not
correctly orientated*



*Photo (bound): Wayfinding
to town centre on opposite
side of Lea Road to the
station. Hard to read across
the road*



*Photo (Southbound): trodden
path to carriageway edge on
north side; crossing on
Thorndike Way Arm*



*Photo (Southbound): trodden
path to carriageway edge on
south side; crossing on
Thorndike Way Arm*



*Photo (Westbound):
crossing on Bridge Road
arm set back from desire
line and vehicle directional
signage*

- 1.26 There are similar issues experienced on the other walk route shown on the walking accessibility plan which connects Lea Road station to the town centre and the employment area off Bridge Street. Along this route, there is a dropped kerb and tactile paving crossing of Carr Lane however there are no formalised crossing facilities at the traffic signal junction with Bridge Road. There is also no wayfinding for any modes on this route between the station and the town centre. Providing an improved crossing facility at the junction with Bridge Road would improve the safety of the route. Additionally, providing wayfinding to the station and to the town centre would make people aware that this is a potential route as it currently does not suggest to pedestrians that it is a safe and walkable route.

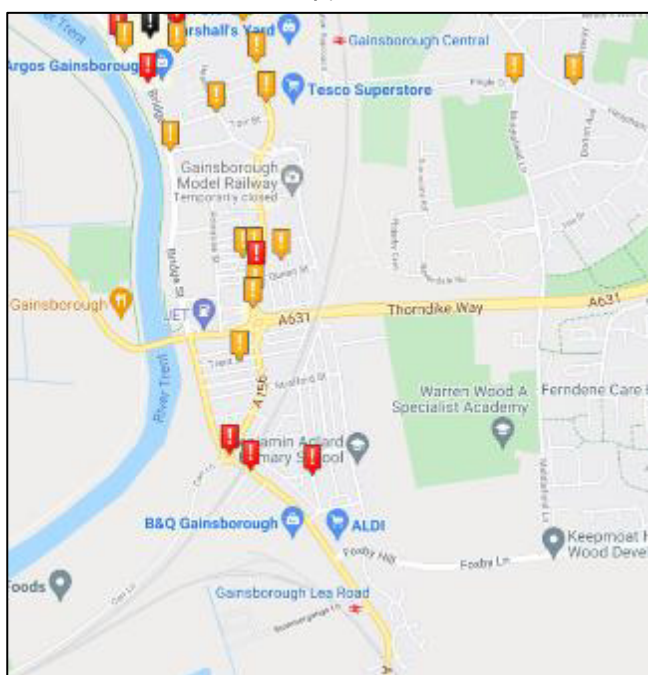


Google Streetview Snip (Westbound): No pedestrian crossing facilities on The Flood Road arm of junction with Bridge Road



Google Streetview Snip (Eastbound): No pedestrian crossing facilities on the Bridge Road arm

- 1.27 The crashmap database has been interrogated for the PIAs which resulted in a pedestrian casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There was 1 PIA resulting in a pedestrian casualty recorded on the stretch of Lea Road between the station and the roundabout with Ashcroft Road, 1 PIA at the roundabout and 3 PIAs on the stretch of Trinity Street just beyond the roundabout with Thorndike Way (see image below of cyclist casualty PIAs taken from crashmap).

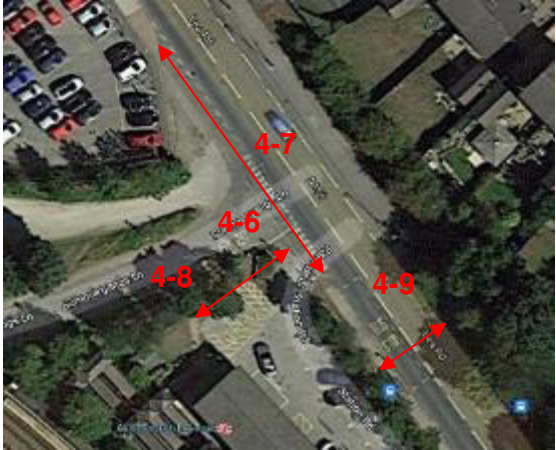




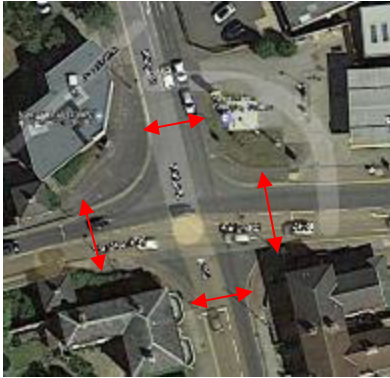
Crashmap: 5 years of pedestrian casualty PIAs on key walk routes in the vicinity of Lea Road Station

- 1.28 As is shown above, there have been no PIAs resulting in a pedestrian casualty on the Thorndike Way arm. However, the photos show that a well worn path has been created in the grass verge which reflects the desire line for pedestrians travelling between Lea Road station and the town centre. Pedestrians are likely to prefer to stay on the east side of Ashcroft Road to reduce the number of crossings required for the full route and avoid crossing and potentially re-crossing the

road. Providing a formalised pedestrian crossing arrangement on the Thorndike Way would therefore enable pedestrians to take the most convenient route in a safe manner.

- 1.29 There have been no PIAs resulting in pedestrians as casualties recorded at the Bridge Road/ The Flood Road traffic signals junction. This is a key severance point on the most direct route between Market Place and Lea Road station. However it is not signposted so it may not be as well used by pedestrians as the other route along Ashcroft Road.
- 1.30 In summary, the potential measures that could be implemented to improve accessibility for pedestrians could include:

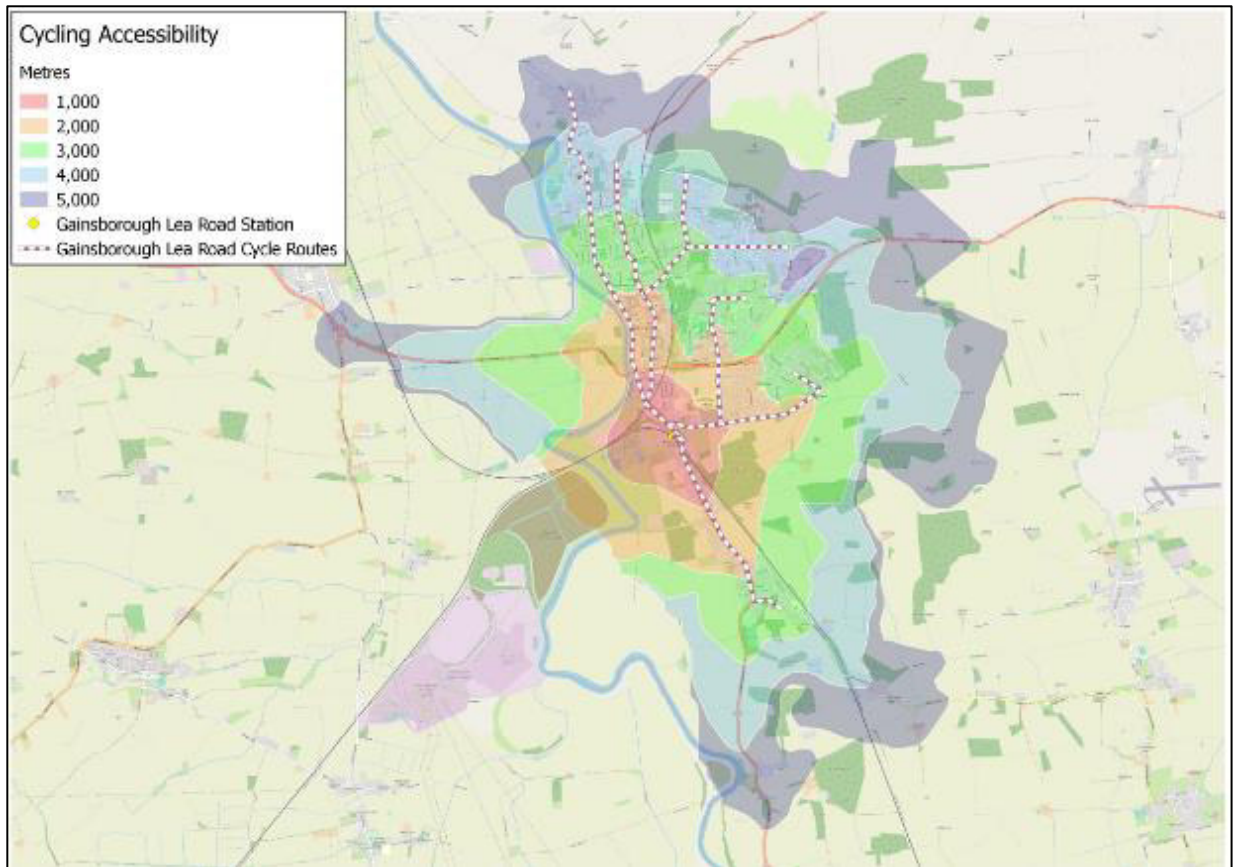
<p>4-6 Provide a footpath connecting the ramps in the station to the footway on Lea Road.</p>	
<p>4-7 Reduce the width of the junction bell mouth on Summergangs Lane and adjoining accesses to reduce the crossing distance for people on foot.</p>	
<p>4-8 Provide wayfinding signage at the station exit so it is visible to passengers exiting the station, with directions to Gainsborough town centre and Gainsborough Central using symbols and walking distances.</p>	
<p>4-9 Upgrade the pedestrian crossing between the two bus stops outside of the station.</p>	
<p>4-10 Provide clear and well-connected wayfinding in both directions along the route between the town centre, Central station and Lea Road station. Particularly at the A631 Thorndike Way/ A156 Ashcroft Road/ A159 Trinity Street/ Bridge Road roundabout junction.</p>	
<p>4-11 Provide clear and well-connected wayfinding between the town centre at Market Place to and from Lea Road station along Bridge Street and Lea Road, in both directions.</p>	
<p>4-12 Improve crossing facilities at the A631 Thorndike Way/ A156 Ashcroft Road/ A159 Trinity Street/ Bridge Road roundabout junction to provide a safer and more efficient route for pedestrians.</p>	

<p>4-13 Provide crossing facilities at the Bridge Road/ The Flood Road/ Bridge Street/ Lea Road junction to provide a safe route for pedestrians.</p>	 An aerial photograph of a road junction. The junction consists of Bridge Road, The Flood Road, Bridge Street, and Lea Road. Red double-headed arrows are overlaid on the image, pointing to the four corners of the junction to indicate where pedestrian crossing facilities should be provided.
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Cycling Accessibility

- 1.32 Cycle journeys are appropriate for people who live beyond the walk distance to the station, and typically up to 5km. The routes passengers who might arrive on a bike are shown in Figure 2 below. This area includes the majority of north and east Gainsborough and all of Lea village.
- 1.33 Cyclists access the station via A156 Lea Road via the vehicular access or egress. There is cycle parking provided within the car park in the form of 8 unsheltered Sheffield-style hoops, providing parking for 16 bicycles. When SCP inspected the site, there were no bikes parked, perhaps this reflects the lack of overlooking and perception of safety. However equally it may simply be a function of the time of year the site was visited (a dry January day).
- 1.34 The key routes for cyclists are shown in the Cycling Accessibility plan at Figure 2, a larger scale version is attached at **Appendix D-1**. The plan also shows the areas of Gainsborough which are within an accessible cycling distance of up to 5km.

Figure 2 – Cycle routes to the station



- 1.35 The main cycle route connecting the station to Gainsborough town centre, as indicated on the plan, is via Lea Road, Ashcroft Road and Trinity Street. There are no crossing facilities for cyclists on Lea Road, only pedestrian signal-controlled crossings, which creates a severance for cyclists travelling between the off-road cycle route and the train station on the opposite side of the road.
- 1.36 Cyclists are currently directed to travel to the town centre along Lea Road, which is a partially designated³ off-road shared use cycle route, via the roundabout junction with Lea Road and Ashcroft Road and along Ashcroft Road. However there is an alternative route option via Shakespeare Street, Drake Street, Gordon Street and Strafford Street which may be more suitable low-traffic routes for cyclists avoiding the roundabout where the off-road (shared use) cycle route ends without start/finish treatment. This route was previously signed according to Google Streetview imagery from 2015, however this sign has since been removed.

³ Gainsborough Cycle Route Map [Adobe PDF - Gainsborough Cycle Route \(lincolnshire.gov.uk\)](https://www.lincolnshire.gov.uk/Assets/DocumentLibrary/2017/03/20170320%20Gainsborough%20Cycle%20Route%20Map.pdf)



Google Streetview Snip (Northbound): Shakespeare Street in 2015 with cycle route signpost now removed

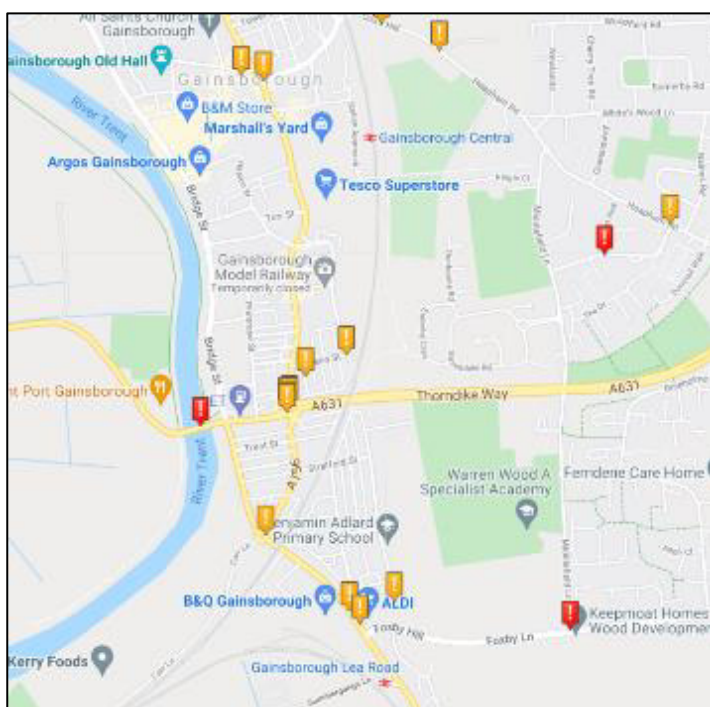
- 1.37 The currently signed route guides cyclists along Lea Road and Ashcroft Road, at which point the cycle route ends. The footway width is reduced and the signage terminates. Using this route, cyclists would then face a similar problem to pedestrians travelling on this route as the junction with Thorndike Way has crossing facilities which are not suitably placed for the desire lines. Cyclists are likely to be on road at this point and would benefit from improved facilities to enable them to navigate the junction safely.



Photo (Southbound): Off-road shared use cycle route signage between Ashcroft Road and Lea Road. There is no formal termination of the route at this point where it ends.

- 1.38 The off-road shared use cycle route continues to the south from Lea Road station, partially the route is directed to an on-road cycle lane. This provides a direct cycle route to Lea village to the south. However, there are no crossing facilities for cyclists to be able to access the cycle route on the opposite side of the road from the station exit resulting in cyclists having to cycle north to the nearest crossing before redirecting south or crossing two lanes of traffic which could present a safety issue.


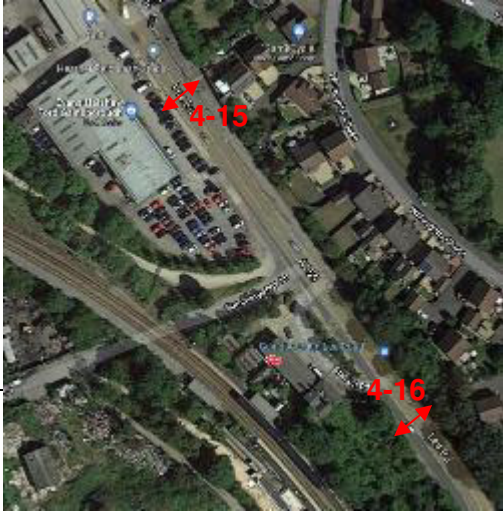
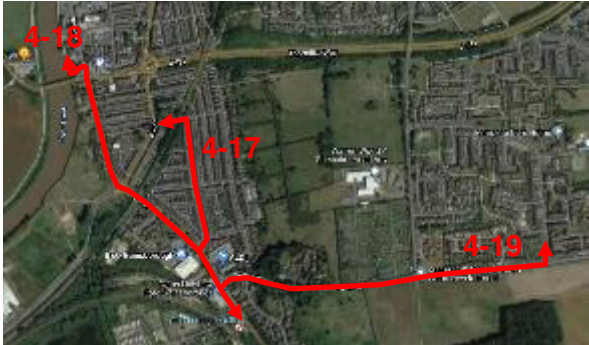
- 1.39 The cycle route shown on Figure 2 along Lea Road and Bridge Street connects to the Riverside Walk shared use cycle route which continues to the north of Gainsborough and passes the town centre. However, cyclists face similar issues to pedestrians along this route. Firstly, the crossing facilities at the roundabout with Ashcroft Road are insufficient for cyclists and there are no crossing facilities provided at the traffic signals junction with Bridge Road/The Flood Road. There is also no wayfinding along this route and there is a good opportunity to provide a well connected route between north Gainsborough and Lea Road station via the Riverside Walk should the rest of the route have improved wayfinding.
- 1.40 Cyclists heading to the east of Gainsborough where there is a large amount of employment and housing can access via the Foxby Hill cycle route. Cyclists using this route would also benefit from the signal-controlled pedestrian crossing being upgraded to a toucan. The footway on the west/north side of Foxby Hill is generally quite wide and would be suitable for a shared use cycle route, however this is not signposted. A signposted cycle route begins at Park Springs Road and heads north, this could be connected with wayfinding to the station directing cyclists along Foxby Hill.



Crashmap: 5 years of cyclist casualty PIAs on key cycle routes in the vicinity of Lea Road Station

- 1.41 The crashmap database has been interrogated for the PIAs which resulted in a cyclist casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were 2 PIAs resulting in a cyclist casualty recorded on the stretch of Lea Road between the station and the roundabout with Ashcroft Road, 1 PIA at the roundabout and 5 PIAs at the roundabout with Thorndike Way (see image below of cyclist casualty PIAs taken from crashmap). This suggests that the greatest risk of PIAs for cyclists is at the Thorndike Way roundabout which is likely to have been caused by the termination of the cycle route on Ashcroft Road. There were no PIAs resulting in a cyclist casualty on Drake Street, Gordon Street, Strafford Street or at their junctions with Lea Road and Ashcroft Road, although this may be due to cyclists not currently using this route. There were also no PIAs resulting in a cyclist casualty at the station exit junction or on the Lea Road and Bridge Street route.

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

<p>4-14 Improve cycle parking facilities with shelters and relocate away from reversing area used by the parked vehicles.</p>	
<p>4-15 Upgrade signal-controlled pedestrian crossing facilities on Lea Road to a Toucan crossing to improve safety for cyclists crossing to the off-road cycle route on the opposite side of the road to the station. This will need on/off slips on the near side footway.</p>	
<p>4-16 Provide toucan crossing to the south of the station access to facilitate cyclists heading south on Lea Road accessing the shared use cycle route.</p>	
<p>4-17 Provide wayfinding to direct cyclists to use Shakespeare Street, Drake Street, Gordon Street and Strafford Street en-route to Gainsborough town centre, these offer a quieter route than Lea Road.</p>	
<p>4-18 Provide wayfinding to direct cyclists between Lea Road and the Riverside Walk shared use cycle route.</p>	
<p>4-19 Provide wayfinding to connect the cycle route on Lea Road to the cycle route on Park Springs Road via Foxby Hill.</p>	

Public Transport Accessibility

1.43 The nearest bus stops to the station are located directly outside on Lea Road on both sides of the road. Both stops are sheltered with lighting and timetable information. There is no seating or real time information display at either stop, although there are shelters. Timetable information is only available via a QR code. Use of bus therefore is largely limited to those who are familiar with the local bus network.



Photo (Southbound): Bus shelter with coach service on station side of Lea Road

- 1.44 Bus services that are served at the Lea Road bus stops are the 100 InterConnect, the 107, the 105 school bus service to Lincoln Castle Academy, coach services and rail replacement bus services at the stops.
- 1.45 The 100 InterConnect bus service can be taken from these bus stops. The service runs approximately every hour from Monday to Saturday and connects the station to Gainsborough town centre, and further afield it runs to Lincoln and Scunthorpe.
- 1.46 The 107 runs between and Lincoln, Gainsborough and Morton with 11 services Monday to Friday and 10 on Saturday.
- 1.47 There is a dropped kerb crossing with tactile paving across Lea Road between the two bus stops however it has no central refuge island. The nearest crossing with a central refuge island is the signal-controlled crossing approximately 90m to the north on Lea Road. There is therefore a safety risk for rail passengers who arrive or depart the station by bus as they will be likely to cross directly at the bus stops rather than walk to the nearest crossing.
- 1.48 In summary, the potential measures that could be implemented to improve accessibility for public transport users could be:
 - 4-20 Provide improved crossing facilities to connect people between the station and both bus stops.



- 4-21 Provide bus network, timetable and real-time information displays at both stops.
- 4-22 Provide seating at both stops.

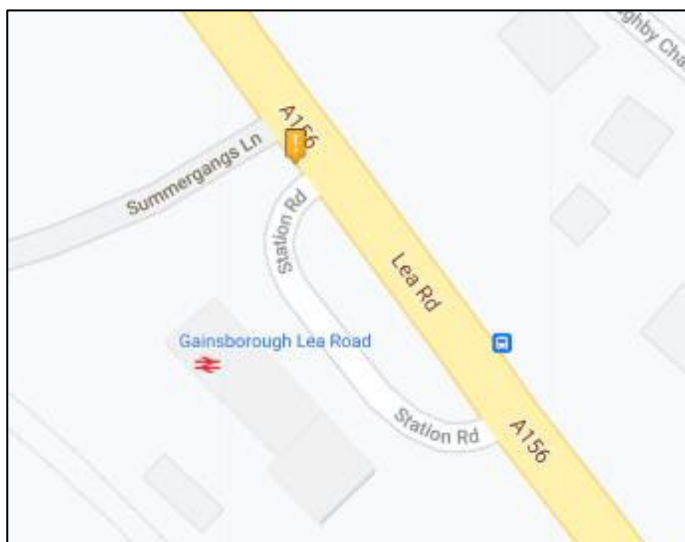
Vehicle Accessibility

- 1.49 Vehicles access the station via A156 Lea Road via the entrance or egress. There is a total of 12 parking spaces (including 2 disabled bays) however the car park is small and well used, with observed car and taxi drop off observed causing obstruction. There are no EV charging spaces.



Photo (Northbound): Station car park

- 1.50 Vehicles egress from the station is onto Lea Road. Lea Road is a 7.5m (approx.) wide single carriageway road with a speed limit of 30mph. Visibility at the station exit is reasonable, although traffic volumes can delay right turn exit, although this is not to the level where drivers were observed to take action to avoid the station car park.
- 1.51 At the station entry and exit points, in the most recent 5 year period prior to the COVID-19 pandemic (2015 to 2019), there was only one PIA resulting in a vehicle driver or passenger as a casualty recorded in the vicinity of the access and egress junction with Lea Road (see image below from crashmap). This suggests that there is minimal risk of accidents for vehicles as they access or egress the station.



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

- 1.52 For drivers travelling from Lea Road station to Central station, there is vehicle signage directing drivers to Central station. However, this ends after the sign on the approach to the traffic signals junction with Southolme/Colville Terrace. Drivers are not given direction to the car park at Central station. In the other direction, from Central to Lea Road, there is no signage for Lea Road station until the approach to the Thorndike Way roundabout. The signage continues to the Lea

Road/Ashcroft Road roundabout, however the national rail sign at the station is obstructed by overgrown trees so it is not clear when drivers have arrived at the station. The signage in both directions on the route is inconsistent, some signs miss off the station and sometimes the station is on a separate sign.



Google Streetview Snips: Two separate signs on Trinity Street approach to Thorndike Way roundabout



Google Streetview Snips: Inconsistent Central station signage. Left – Approach to Thorndike Way roundabout. Right – approach to Lea Road/Ashcroft Road roundabout.

1.53 On the route to the station from the north via Lea Road, Bridge Street and The Flood Road the signing for vehicles to both stations is also inconsistent. At the Ashcroft Road roundabout, on the Lea Road approach towards the station, there is signage for Lea Road station but not for Central station. At the Bridge Road/ Lea Road/ The Flood Road/ Bridge Street traffic signals junction there is no signage for either station and it is a key route from the north and west to Lea Road station in particular.



Google Streetview Snips: Left – Lea Road approach to Ashcroft Road roundabout with directions to Lea Road but not to Central. Right – No directions to stations at traffic signals junction

- 1.54 There is no vehicle signage to either station from Lea village or from the east of Gainsborough via Foxby Lane.

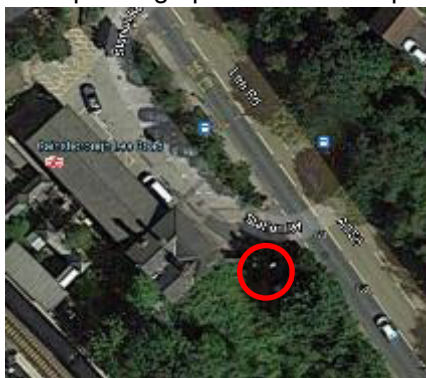


Google Streetview Snip: Sign opposite give-way on Foxby Lane at Lea Road with no directions to stations

- 1.55 Across all routes, the signage is inconsistent and sometimes missing one or both stations. Central station is often in a separate box which gives it the impression of being important compared to Lea Road which is always on the main sign. It would be beneficial to give more hierarchy to Lea Road due to it having a better service provision than Central. All routes should be adequately signed to ensure people are aware of where the stations are located.

- 1.56 In summary, potential measures that could be implemented to improve accessibility for vehicles could be:

- 4-23 Provide a larger car parking area, potentially utilising the adjacent vacant land, with more parking spaces and a separation from pedestrians and cyclists.



- 4-24 Signing to the station could be more consistent, with hierarchy given to Lea Road to help the aim of making it seen as the main station. Vehicle signage should direct to both stations where relevant.

- 4-25 Installation of EV charging should be considered alongside any car park expansion.

Marketing

- 1.57 As well as undertaking physical works promoting the travel options from the station and demonstrating how accessible the station is on foot and by bike is important to raise the community awareness of the option to travel by train. Illustrating the walk and cycle routes would be useful.
- 1.58 There is evidence of a Friends of Gainsborough Lea Road Station, although we are not sure if this is currently active. Likewise there was a Gainsborough Rail and Bus Group, again this does

not appear to be active. Utilising local volunteer support and community communications to promote the station services and accessibility, through word of mouth, using social media or even a local area leaflet drop etc. has merit.

1.59 New development in the area should also produce Travel Plans which promote the station and encourage its use.

Costing

1.60 Gainsborough Lea Road Station has been assessed for its current level of accessibility by walking, cycling, public transport and by car. Recommendations have been made for measures which could be implemented to improve the level of accessibility with the aim of increasing use of the station and connectivity for local residents and employees.

1.61 An indicative cost has been added to each recommendation.

1.62 Additionally, each recommendation has been assigned to a category which takes into consideration their likely benefit, necessity, cost and achievability:

- Quick Wins – These recommendations are considered essential, they can be delivered quickly and at no or a relatively low cost. For example, re-orientating an incorrectly orientated road sign.
- Essential – These recommendations are considered essential, they will cost more and require more planning to be delivered. For example, providing pedestrian, cyclist and vehicle directional signage between the station and key locations.
- Desirable – These recommendations are considered desirable, they would likely cost more and require more planning but could have a major benefit to the station and local area. For example, providing a new toucan crossing on a nearby road.

1.63 These ratings are indicative and could vary dependent on a range of factors.

1.64 Table 1 below provides a summary of the action required for each recommendation (referenced to each station section in the report), the cost of doing so and a rating.

Table 1 – Gainsborough Lea Road Station Recommendations and Indicative Costs (excluding design, land and utility costs)

Recommendation Reference	Action Required	Indicative Cost	Rating
4-1	Cut back overgrown vegetation on station grounds. Provide new landscaping	Routine Maintenance	Desirable
4-2	Refurbish main building, providing modern facilities or community space	Subject to specification	Desirable
4-3	Develop the adjacent vacant land as a larger car park area (approximately additional 14 spaces) Provide improved taxi drop off and pick up area	£190,000 (excluding land acquisition costs)	Desirable
4-4	Add tactile paving to 1 platform edge (approx. 100m in total)	Network Rail to install	Essential

4-5	Provide a lift as an alternative to the existing ramps to platforms	£2,000,000	Essential
4-6	Provide a footpath from the station to Summergangs Lane at a suitable gradient (length of path approx. 10m)	£5,000	Essential
4-7	Reduce width of Summergangs Lane junction Provide footway on Lea Road to meet radius of new junction	£34,500	Essential
4-8	Provide pedestrian wayfinding at station exit to town centre and central station. (spec: light background, show distances and symbols)	£3,000	Quick Win
4-9	Upgrade dropped kerb and tactile paving crossing outside station from bus stop to bus stop. Provide a refuge island.	£11,000	Desirable
4-10	Provide pedestrian wayfinding between stations and town centre at Thorndike roundabout. (spec: light background, show distances and symbols)	£18,000	Essential
4-11	Provide pedestrian wayfinding between station and Market Place (town centre) along Bridge Street and Lea Road. (spec: light background, show distances and symbols)	£18,000	Essential
4-12	Provide crossing facilities at Thorndike Roundabout. Provide approx. 30m footpath on grass verge to connect crossing on Thorndike Way arm. Relocate crossing on Ashcroft Road to the south to improve visibility. Relocate crossing on Bridge Road to be closer to roundabout for pedestrian desire line.	£320,000	Desirable
4-13	Provide crossing facilities at Bridge Road/ The Flood Road/ Bridge Street/ Lea Road signals. Signal controlled crossings on each arm, or as a minimum on Bridge Road or the Flood Road.	£292,000	Desirable

4-14	Remove existing cycle parking at the station. Provide sheltered cycle parking in a different location away from reversing space of parked vehicles.	£14,500	Essential
4-15	Upgrade existing signal-controlled pedestrian crossing on Lea Road with on/off slips for cyclists on the nearside footway.	£15,000	Essential
4-16	Provide new toucan crossing on Lea Road south of the station, 8.5m crossing distance	£70,000	Desirable
4-17	Provide wayfinding for cyclists on Shakespeare Street, Drake Street, Gordon Street and Strafford Street to town centre and station (spec: light background, cycle symbol, distances indicated)	£18,000	Essential
4-18	Provide wayfinding for cyclists from station on Lea Road to Riverside Walk accessed by Bridge Street (spec: light background, cycle symbol, distances indicated)	£18,000	Essential
4-19	Provide wayfinding for cyclists from station on Lea Road to connect to the cycle route on Park Springs Road via Foxby Hill (spec: light background, cycle symbol, distances indicated)	£13,500	Essential
4-20	Covered by 4-9	n/a	n/a
4-21	Provide bus network, timetable and real-time information displays at both bus stops	£4,000	Desirable
4-22	Provide seating at both bus stops	£2,800	Desirable
4-23	Covered by 4-3	n/a	n/a
4-24	Remove existing vehicular signage on routes to station. Replace with consistent signage for vehicles, with all directions on one sign and priority given to Lea Road station but direct to both stations where appropriate.	£18,000	Essential

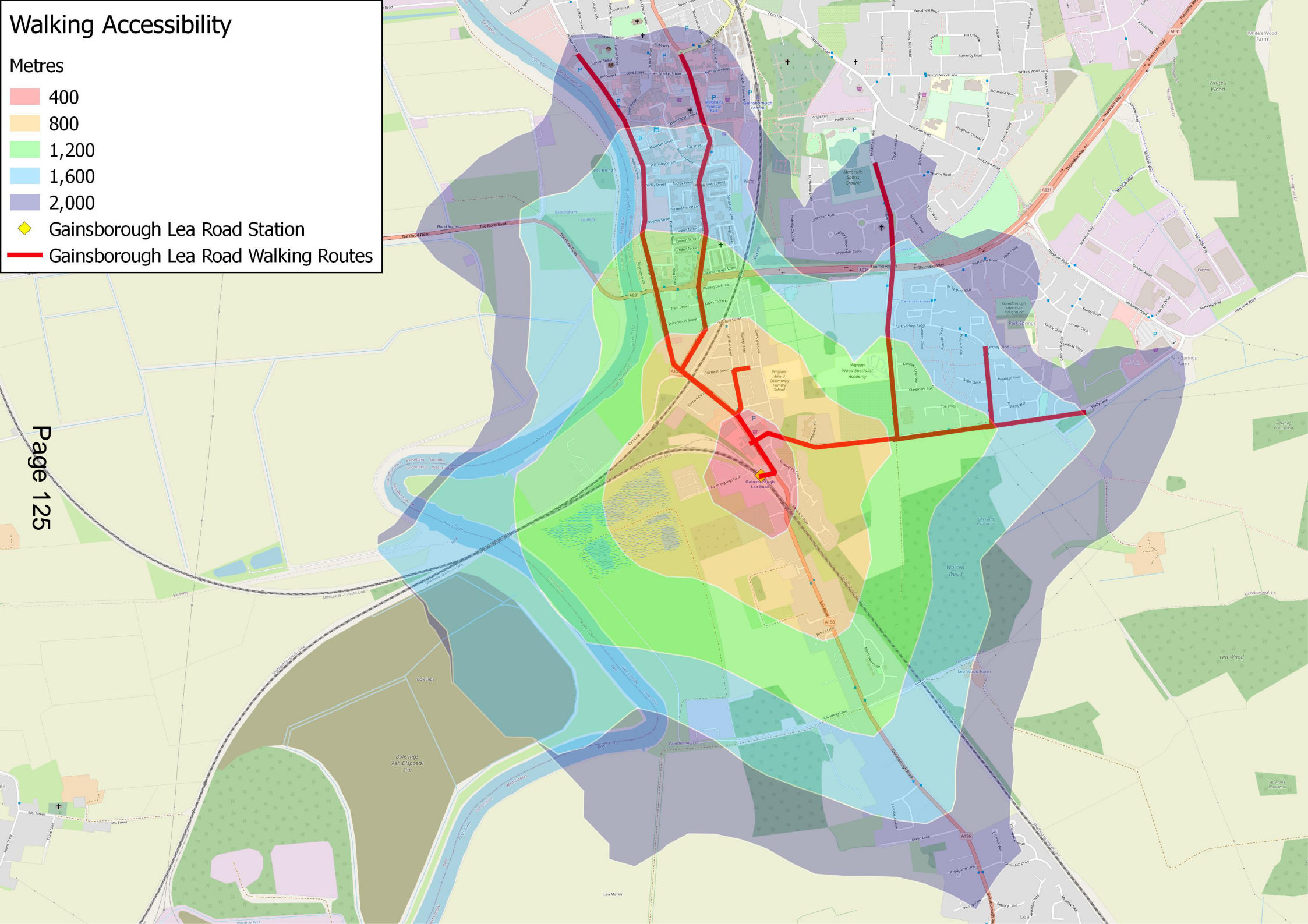
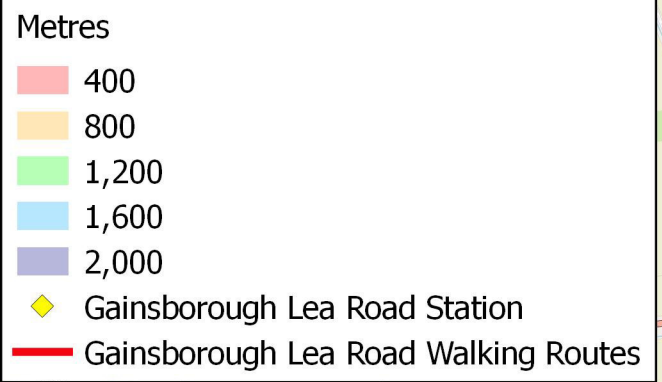
4-25	Provide EV charging in car park (or in new larger car park subject to 4-3)	£12,000	Desirable
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- 1.65 This list of recommendations essentially forms a longlist of potential measures which could be implemented as part of the final scheme. The final scheme measures will be decided through a sifting process to result in a shortlist of developed options.
- 1.66 Some of the quick wins which are deemed to be chosen measures could be implemented during the sifting process or during follow up process of appraising the essential and desirable options. For example, re-orientating a sign so it is pointing in the right direction is a maintenance issue that could be fixed very quickly, easily and affordably.

APPENDIX D-1

Walking Accessibility Plan

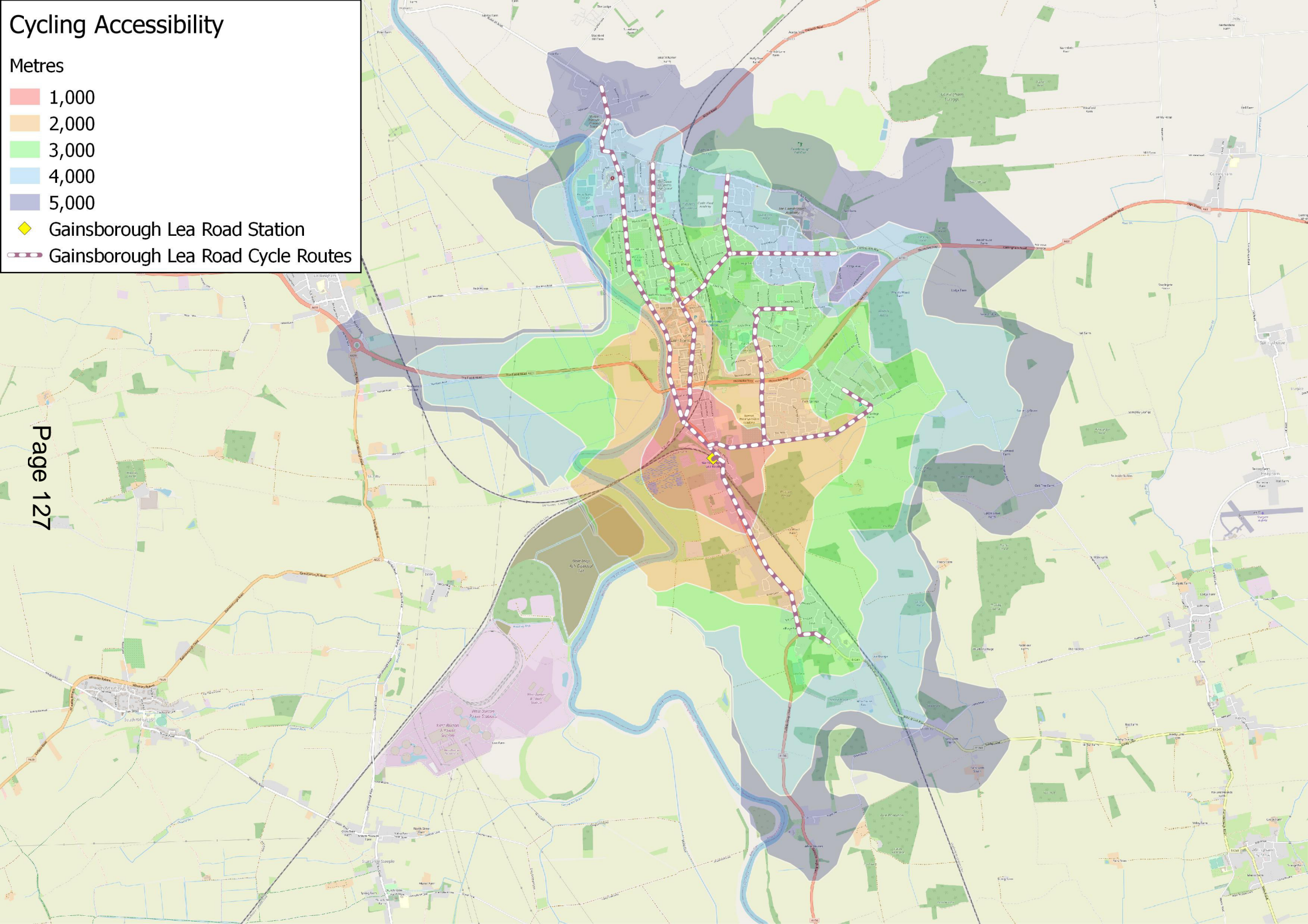
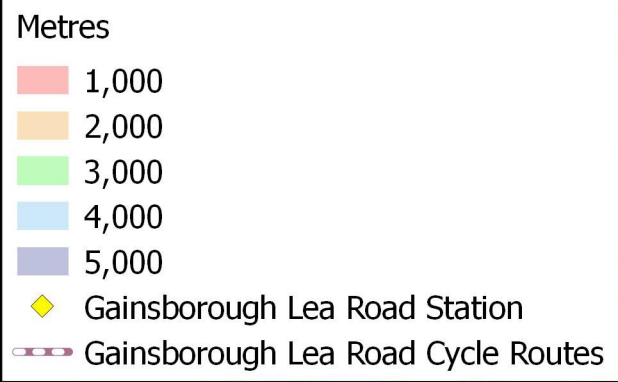
Walking Accessibility



APPENDIX D-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX D-3

Glossary, Abbreviations and References

Abbreviation	Definition
CP6/CP7	Control Period – these are 5-year time periods across which DfT agree funding and service outputs from Network Rail. The number indicates the dates, CP6 is 2019-2024 for example, CP7 2024-2029 etc.
CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
DfT	Department for Transport – the central government body who buy most train services and fund Network Rail.
ECC	Enterprise Car Club – A car sharing scheme managed by LNER at a selection of their stations
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long distance high speed services to London along the Midland Mainline
EV	Electric Vehicle
HT	Hull Trains
LCC	Lincolnshire County Council
LCWIP	Local Cycling Walking Infrastructure Plan
LNER	London North Eastern Railway. Operate Long distance high speed services to London along the East Coast Mainline
LTPV	Lincolnshire County Council Local Transport Plan no 5 (lasting 5 years to 2028/29).
NCR	National Cycle Network Route – Sustrans' network of cycle routes spanning the whole nation
NR	National Rail
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.
PIA	Personal Injury Accident – collisions on the highway network recorded by the police
ppa	Passengers per day/annum/train
SUE	Sustainable Urban Extension
TOC	Train Operating Company

APPENDIX D-4

Bibliography

[Accessible Travel Policy Guidance for train and station operators: September 2020 edition | Office of Rail and Road \(orr.gov.uk\)](#)

[RDG Guidance – Station Travel Plans](#)

[RDG Sustainable Stations Best Practice Guide](#)

[Grantham Station Travel Plan](#)

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Transportation Planning : Infrastructure Design

Lincolnshire Accessible Stations - Tranche 1

Appendix E – Market Rasen Station

Lincolnshire County Council

March 2022

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Prepared by: CG-Q/DY

Checked by:



David Young

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

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CYCLING ACCESSIBILITY PLAN

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GLOSSARY, ABBREVIATIONS AND REFERENCES

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BIBLIOGRAPHY



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Market Rasen – outline station facts

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

Introduction

- 1.1 The purpose of this section is to examine how accessibility both to and at Market Rasen Station might be improved and recommend actions to be taken to increase rail use. Market Rasen Station is one of five stations chosen as part of the Tranche 1 process in order to conduct initial station pilots. If the measures are implemented and then shown to make a difference to passenger demand, the initiative has the potential to be rolled out at further stations across Lincolnshire.
- 1.2 This section will follow the following structure:
 - The current accessibility of the station. This includes access to the station and also when you are at the station.
 - The potential to increase trips from the existing community and through development plans in community. The focus will be on non-car modes, but not exclusively so.
 - The known plans to improve the station, environment and train services, and level of confidence that these will be delivered.
 - The plan for each station detailing improvement works required
 - The study will then include a ball-park cost estimate to undertake the recommended works.
- 1.3 Refer to the main section of the report for details of the approach and methodology for each mode, funding streams and monitoring of measures.

Station Context

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

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

Station Facilities

- 1.12 Market Rasen is an unstaffed station with no toilets or ticket machines. There are shelters on both platforms, platform 1 has step free access from the car park and platform 2 is also step free however it is accessed by a barrow crossing which has an uneven surface due to the rail tracks.

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

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



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

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



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

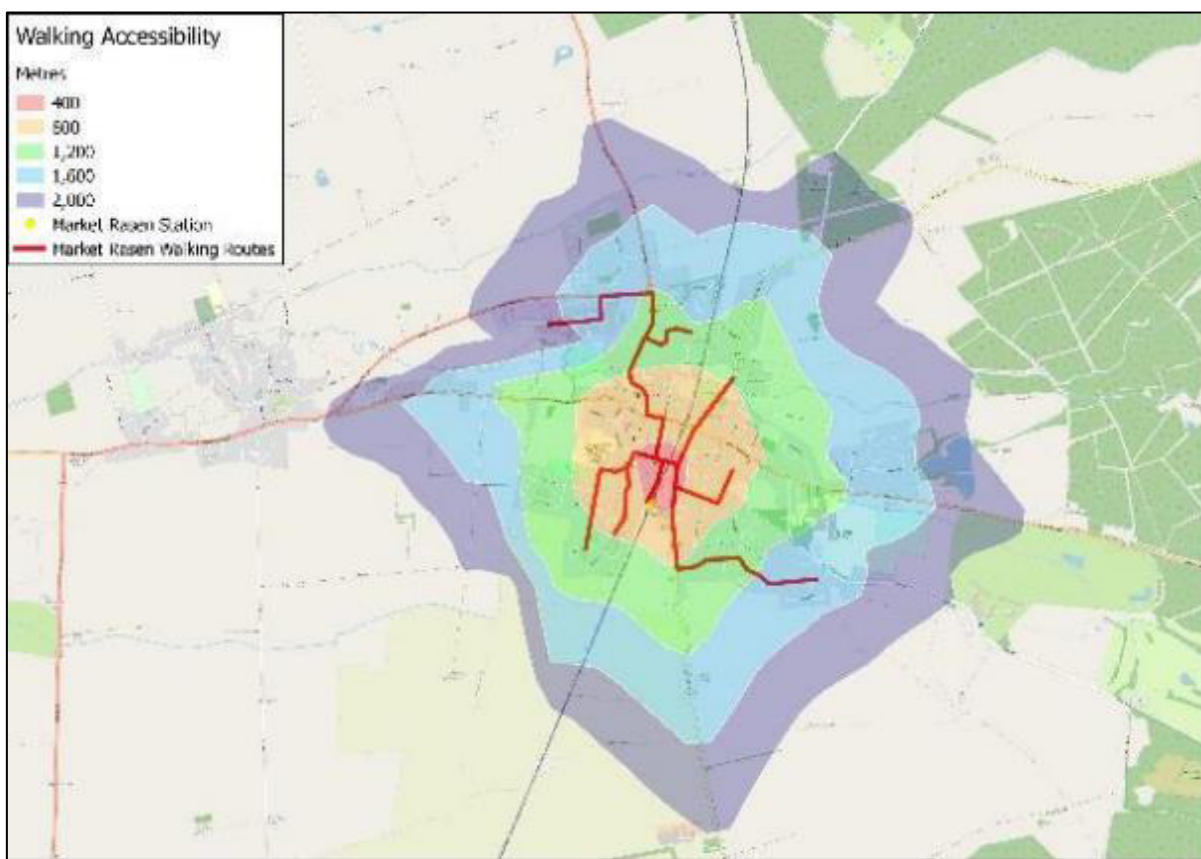
- 1.15 Market Rasen has a station adoption group, a community initiative that helps maintain the station and in the case of Market Rasen has provided artwork on the platforms, all of which is aimed towards ensuring the stations are welcoming environments.
- 1.16 Potential measures that could be implemented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

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

Walking Accessibility

- 1.17 The key routes for pedestrians to use to access the station on foot from the adjoining communities are shown in the Walking Accessibility plan below, and repeated at a larger scale at **Appendix E-1**. The plan shows the areas of Market Rasen which are within an accessible walking distance of up to 2km. This area includes all of Market Rasen, although it is just short of neighbouring village Middle Rasen.

Figure 1 – Walk routes to the station



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

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



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

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

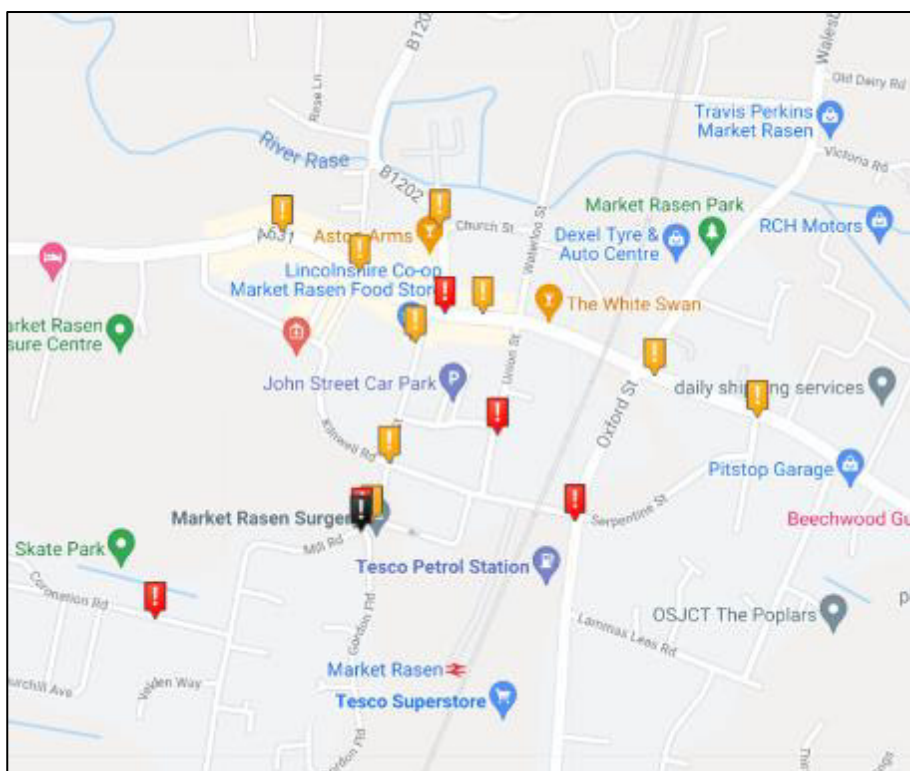


Photo (Southbound): Wayfinding on Chapel Street to station, no distance or walk time indicated and dark sign background makes it difficult to read.

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

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

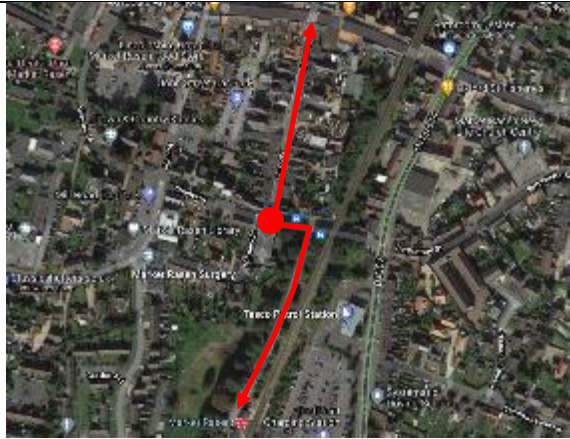
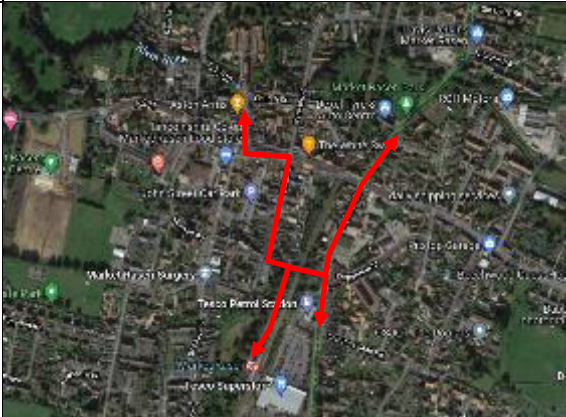


- 1.23 The walk route for residents in southeast Market Rasen is via Linwood Road. The footway is wide on both sides however there are no crossing facilities until a zebra crossing adjacent to the Tesco supermarket, which does not benefit residents in the streets off Lammas Leas Road. Additionally, there is no pedestrian wayfinding on this walk route to the station or the town centre, other than the vehicle signage at the junction with Chapel Street.
- 1.24 The crashmap database has been interrogated for the PIAs which resulted in a pedestrian casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were no PIAs recorded on the private access road to the station or at the junction with Chapel Street. There was 1 PIA at the Chapel Street/Oxford Street/Linwood Road junction, 1 at the Oxford Street/ Queen Street/ Jameson Bridge Street junction, 1 on Union Street and 4 on Queen Street. There were also 3 PIAs on Mill Road, one of which was fatal, which appears to be the largest cluster of accidents in the town. In general, the number of PIAs which occurred during the 5 year period is low.



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

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

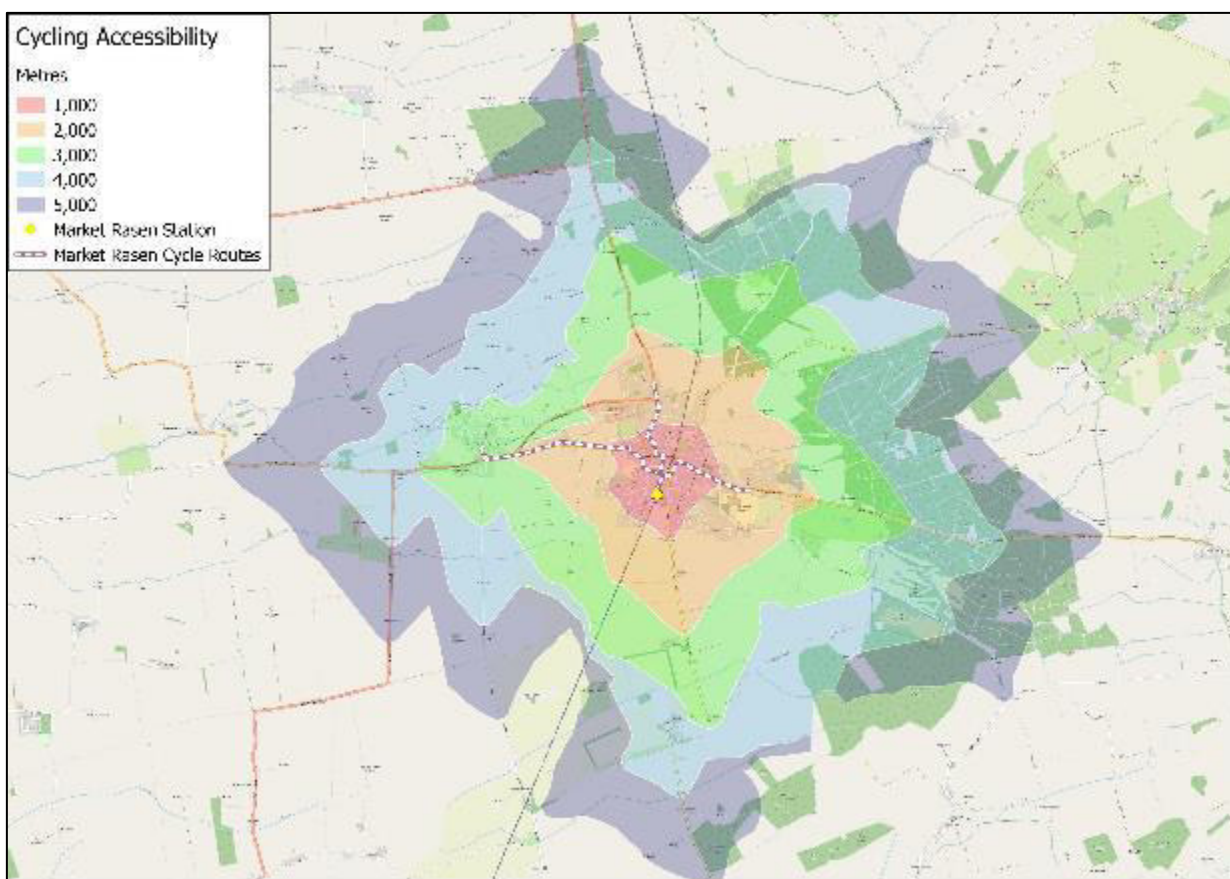
5-5	Replace the existing wayfinding signs with brighter, more inclusive signs that indicate walking distance to key landmarks including the station.
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<p>5-6 Provide wayfinding for pedestrians at the junction of Union Street and Chapel Street to promote it as the main walk route to the town centre. Improve the crossing facilities here to make the route more accessible.</p>	
<p>5-7 Provide wayfinding signage for pedestrians on the main walk routes into the town centre from the surrounding residential areas to complement the existing vehicle signage.</p>	
<p>5-8 Remove the car parking bays on Chapel Street and reinstate the footway in the pedestrian desire line.</p>	
<p>5-9 Provide a formal crossing or refuge facility on Linwood Road south of its junction with Chapel Street.</p>	

Cycling Accessibility

- 1.27 Cycle journeys are appropriate for people who live beyond the walk distance to the station, and typically up to 5km. The routes passengers who might arrive on a bike are shown in Figure 2 below. This area includes all of Market Rasen and Middle Rasen.
- 1.28 Cyclists access the station via Chapel Street. There is cycle parking provided within the car park in the form of 2 unsheltered cycle racks, providing parking for 16 bicycles. When SCP inspected the site, there were no bikes parked, perhaps this reflects that it may not be easy to use the racks provided or they may not fit all bikes. However equally it may simply be a function of the time of year the site was visited (a dry January day).

Figure 2 – Cycle routes to the station



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

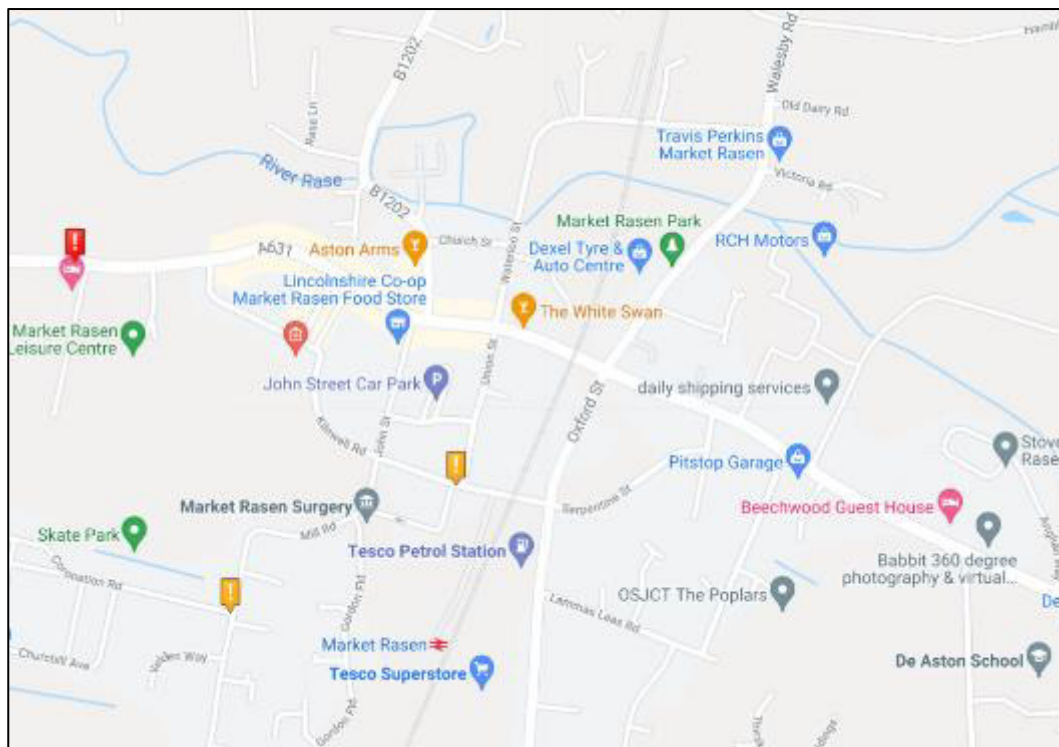
Willingham. It could be beneficial to explore the option of extending the shared off road route to NCR 1.

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



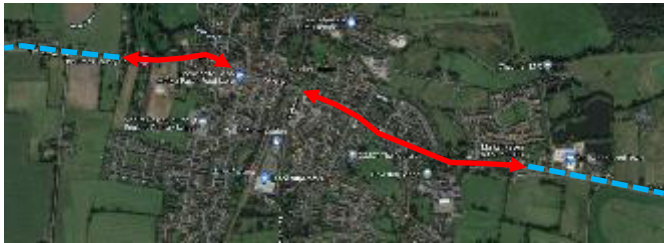

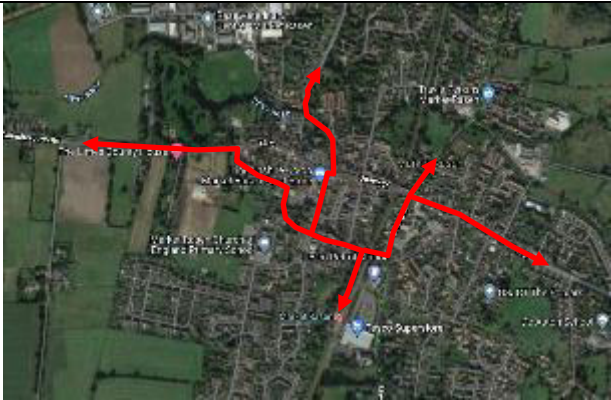
Google Streetview Snip (South-Westbound): Junction of Dear Street and Gainsborough Road with poor visibility and no clear route for cyclists.

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



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

- 1.33 The crashmap database has been interrogated for the PIAs which resulted in a cyclist casualty during the 5 year period prior to the COVID-19 pandemic (2015 to 2019). There were no PIAs resulting in a cyclist casualty recorded on Oxford Street/Linwood Road, Jameson Bridge Street, George Street, Queen Street or Willingham Road. There was however 1 PIA on Chapel Street near to the station access and 1 on Gainsborough Road near to the start of the shared-use cycle route. The overall low number of PIAs in the area suggest that it is a reasonably safe area to cycle in, particularly on the NCR 1 which is likely to attract a relatively high number of cyclists.
- 1.34 In summary, the potential measures that could be implemented to improve accessibility for cyclists could include:

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

Public Transport Accessibility

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

Vehicle Accessibility

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



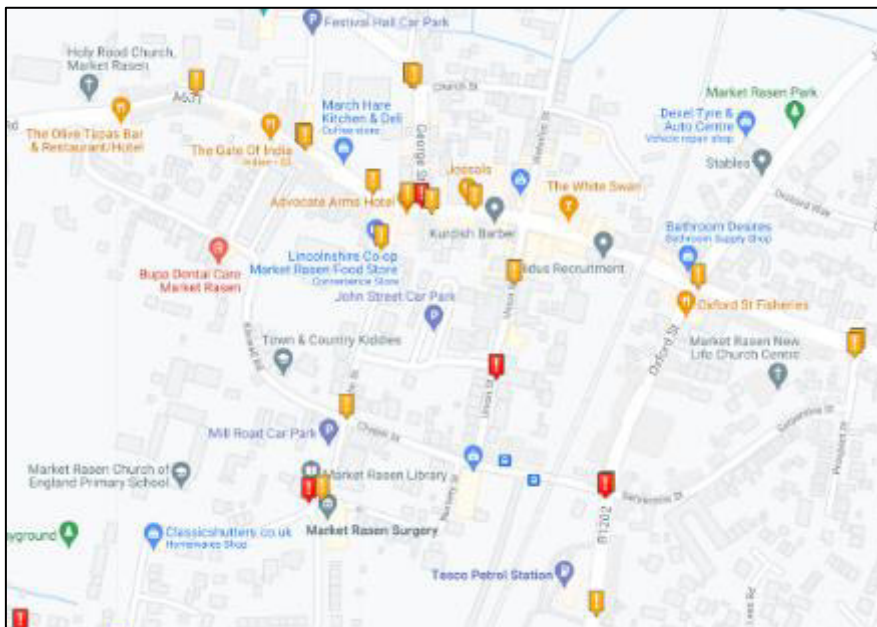
Google Streetview Snip (Southbound): vehicle signage on Linwood Road to station



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

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

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



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

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

Marketing

- 1.47 As well as undertaking physical works promoting the travel options from the station and demonstrating how accessible the station is on foot and by bike is important to raise the community awareness of the option to travel by train. Illustrating the walk and cycle routes would be useful.
- 1.48 There is a group of Station Adopters at Market Rasen, who have been active since 2004. They upkeep the station such as providing planting to make sure it is a welcoming environment. Utilising local volunteer support and community communications to promote the station services and accessibility, through word of mouth, using social media or even a local area leaflet drop etc. has merit.
- 1.49 The County Council, Local Authority and train companies could support, fund and also promote the town and station, raising awareness of the station and working with local walk, cycle and visitor groups to promote the town and access to/from it by train.
- 1.50 Organisation and businesses with Travel Plans are also important players in communicating the station accessibility opportunities.

Costing

- 1.51 Market Rasen Station has been assessed for its current level of accessibility by walking, cycling, public transport and by car. Recommendations have been made for measures which could be implemented to improve the level of accessibility with the aim of increasing use of the station and connectivity for local residents and employees.
- 1.52 An indicative cost has been added to each recommendation.
- 1.53 Additionally, each recommendation has been assigned to a category which takes into consideration their likely benefit, necessity, cost and achievability:
- Quick Wins – These recommendations are considered essential, they can be delivered quickly and at no or a relatively low cost. For example, re-orientating an incorrectly orientated road sign.
 - Essential – These recommendations are considered essential, they will cost more and require more planning to be delivered. For example, providing pedestrian, cyclist and vehicle directional signage between the station and key locations.
 - Desirable – These recommendations are considered desirable, they would likely cost more and require more planning but could have a major benefit to the station and local area. For example, providing a new toucan crossing on a nearby road.
- 1.54 These ratings are indicative and could vary dependent on a range of factors.
- 1.55 Table 1 below provides a summary of the action required for each recommendation (referenced to each station section in the report), the cost of doing so and a rating.

Table 1 – Market Rasen Station Recommendations and Indicative Costs (excluding design, land and utility costs)

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

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

1.56 This list of recommendations essentially forms a longlist of potential measures which could be implemented as part of the final scheme. The final scheme measures will be decided through a sifting process to result in a shortlist of developed options.

- 1.57 Some of the quick wins which are deemed to be chosen measures could be implemented during the sifting process or during follow up process of appraising the essential and desirable options. For example, re-orientating a sign so it is pointing in the right direction is a maintenance issue that could be fixed very quickly, easily and affordably.

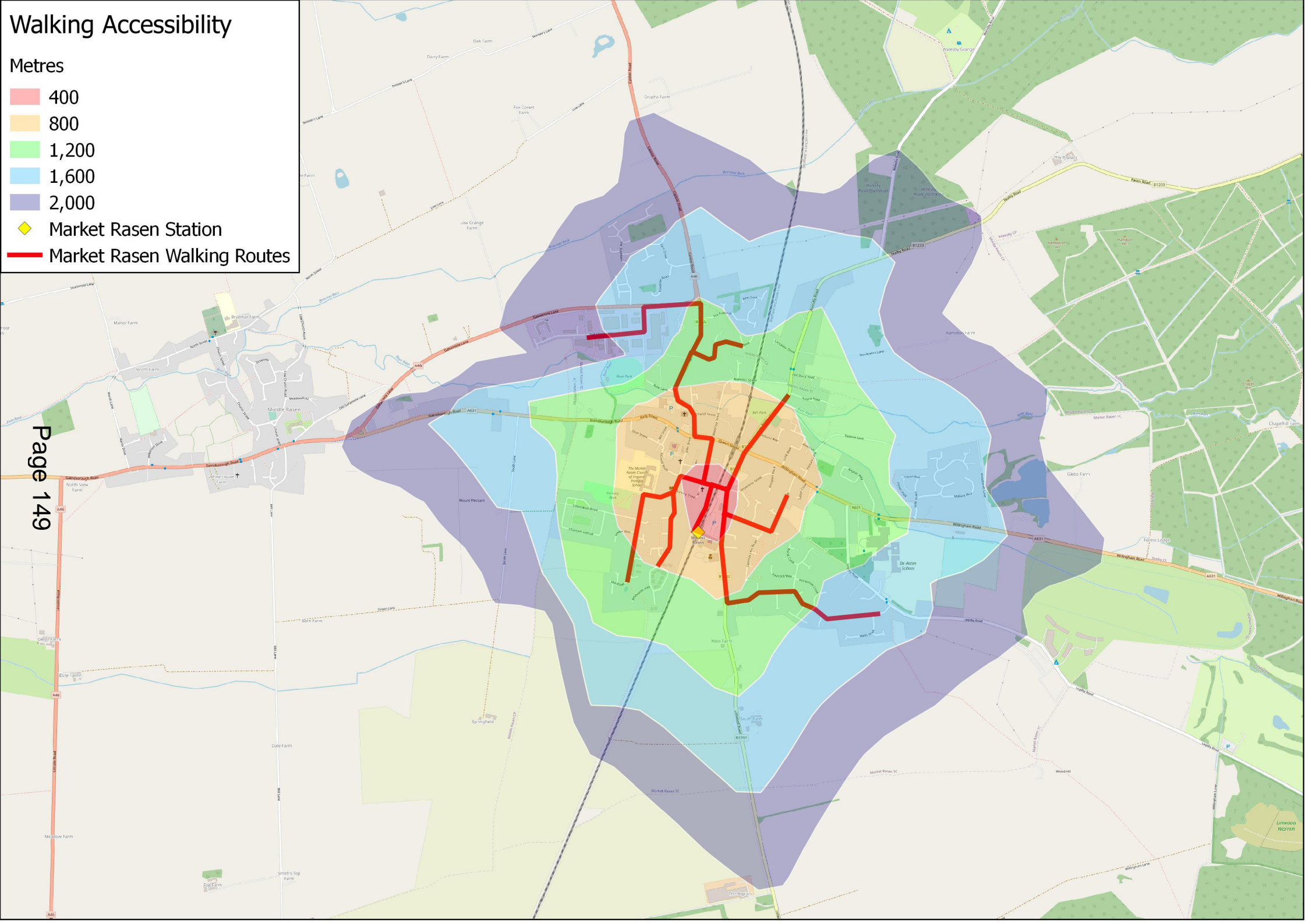
APPENDIX E-1

Walking Accessibility Plan

Walking Accessibility

Metres

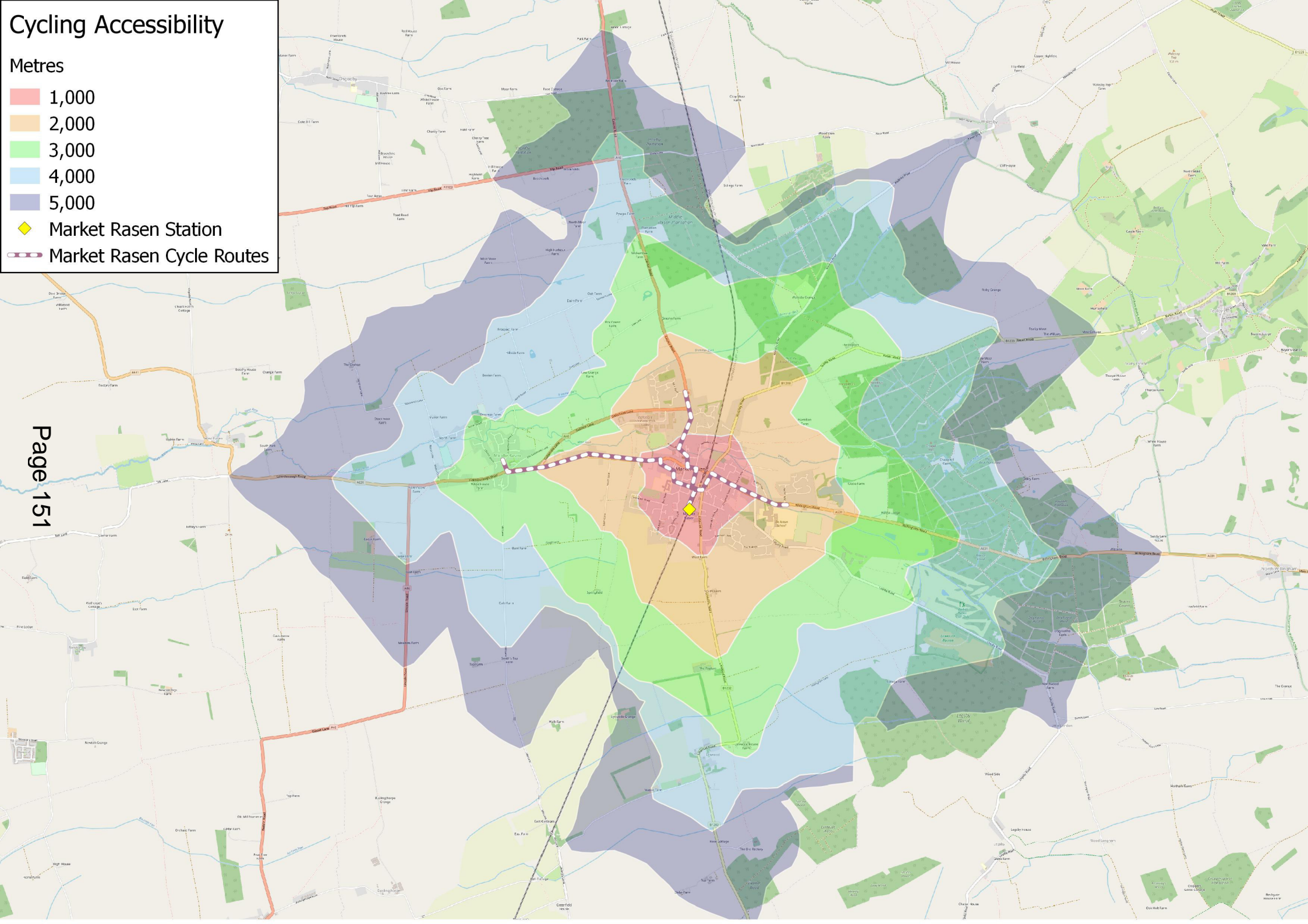
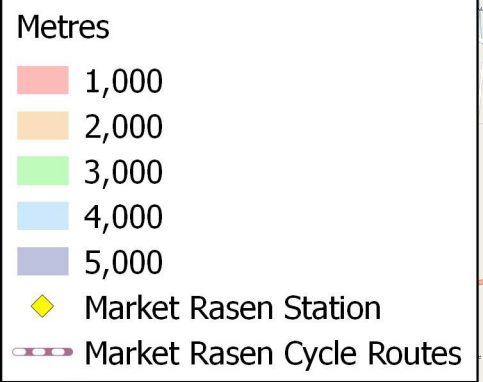
- 400
- 800
- 1,200
- 1,600
- 2,000
- Market Rasen Station
- Market Rasen Walking Routes



APPENDIX E-2

Cycling Accessibility Plan

Cycling Accessibility



APPENDIX E-3

Glossary, Abbreviations and References

Abbreviation	Definition
CP6/CP7	Control Period – these are 5-year time periods across which DfT agree funding and service outputs from Network Rail. The number indicates the dates, CP6 is 2019-2024 for example, CP7 2024-2029 etc.
CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.
DfT	Department for Transport – the central government body who buy most train services and fund Network Rail.
ECC	Enterprise Car Club – A car sharing scheme managed by LNER at a selection of their stations
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long distance high speed services to London along the Midland Mainline
EV	Electric Vehicle
HT	Hull Trains
LCC	Lincolnshire County Council
LCWIP	Local Cycling Walking Infrastructure Plan
LNER	London North Eastern Railway. Operate Long distance high speed services to London along the East Coast Mainline
LTPV	Lincolnshire County Council Local Transport Plan no 5 (lasting 5 years to 2028/29).
NCR	National Cycle Network Route – Sustrans' network of cycle routes spanning the whole nation
NR	National Rail
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.
PIA	Personal Injury Accident – collisions on the highway network recorded by the police
ppa	Passengers per day/annum/train
SUE	Sustainable Urban Extension
TOC	Train Operating Company

APPENDIX E-4

Bibliography

[Accessible Travel Policy Guidance for train and station operators: September 2020 edition | Office of Rail and Road \(orr.gov.uk\)](#)

[RDG Guidance – Station Travel Plans](#)

[RDG Sustainable Stations Best Practice Guide](#)

[Grantham Station Travel Plan](#)

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Open Report on behalf of Andy Gutherson, Executive Director - Place

Report to:	Environment and Economy Scrutiny Committee
Date:	24 May 2022
Subject:	Greater Lincolnshire Internationalisation Strategy and Action Plan 2022-2024

Summary:

This report invites the committee to consider the work undertaken to date to develop the draft Greater Lincolnshire Internationalisation Strategy and accompanying Action Plan.

The Greater Lincolnshire economy has an international presence driven by the manufacturing and service sectors of the economy, with businesses exporting and importing goods and services across the globe.

The Greater Lincolnshire Internationalisation Strategy has been produced by independent economic development consultants operating on behalf of the Department of International Trade, DIT. The strategy sets out a series of recommendations that could help DIT and its stakeholders increase international trade levels across the Greater Lincolnshire region.

There are a range of partners providing international trade support services and this strategy sets out the services and how they can continue to work more closely together to encourage international trade via to export and import practices.

The Strategy identifies how different partners play important roles in supporting businesses and how current services can be enhanced through an agreed joint Action Plan. Through consultation with the business and stakeholder community, five immediate priorities have been identified. These include;

- How current online material could be promoted through a single gateway, delivering information in a manner that can be understood and acted upon quickly.
- How technology can be used to share market information and events programmes more efficiently.
- How the Humber Freeport can promote the value of international trade to Greater Lincolnshire businesses.
- How partners can build and develop collaborative practices to support

international activities.

- How an export/ import focused 'Peer to Peer' network could provide knowledge to new or early-stage exporters/ importers.

Actions Required:

The Environment and Economy Scrutiny Committee is invited to:

- (1) Consider the strategy and action plan and determine whether it provides a local cohesive, evidence-led response meet Greater Lincolnshire's internationalisation challenges and aspirations; and,
- (2) Consider the report and action plan and provide comments or refinements on the priorities that are being developed in relation to the Internationalisation Strategy for Greater Lincolnshire.

1. Background

The Business Lincolnshire Growth Hub, funded and lead by Lincolnshire County Council, has been for some time working with international trade expert Mike Stokes on a contractual basis to deliver valuable bespoke support to Lincolnshire's small businesses. This support continues, and Mike has more recently taken on a triage role, whereby he fields export/import related queries and either supports the business directly, or instead routes the query to a trusted partner better placed to deal with the specific needs of that business.

This external support currently available consists of services from the Department for International Trade (DIT), Lincolnshire has access to two dedicated advisors who cover Lincolnshire, and in addition a further DIT international trade advisor linked to the Greater Lincolnshire Local Enterprise Partnership. These advisors offer one to one and sector specialist support, via a regional team to Lincolnshire's larger and more established exporters, in addition to a wide range DIT of events and webinars designed to support all needs. Great.gov.uk is a fantastic online information resource for exporters and those interested in or planning to export.

In addition, the Growth Hub contract with external partners The Export Department to deliver a successful support programme to both importers and exporters as follows:

- International Trade Clinics (2 hours dedicated support to both importers and exporters)
- International Trade Intensive Support (6 hours of dedicated support to both importers and exporters)
- Export Manager Programme (30 hours of dedicated support)
- International Trader Peer Support Programme (12 hours of group support)

Finally, our colleagues at Lincolnshire Chamber of Commerce, host an International Trade Hub which continues to provide an excellent service to members interested in or already exporting and specialise in helping them to navigate the international trade documentation which is required for exporting.

The Chamber plays a unique role in supporting and boosting Lincolnshire's trade activity, offering help and advice, as well as providing export documentation services, whilst also having the resources to connect with organisations all around the world, plus other Chambers of Commerce within the UK and internationally.

2. Development of a new Internationalisation Strategy for Greater Lincolnshire

In 2021, the Department for International Trade (East Midlands) commissioned consultants Deyton Bell to research and draft a new Internationalisation Strategy for Greater Lincolnshire, setting out the perceived challenges and opportunities for Greater Lincolnshire businesses, and how they could be supported by the diverse range of business support agencies and public sector stakeholders in the region, led by the Business Lincolnshire Growth Hub.

Subsequently, the Growth Hub convened a steering group comprised of both internal and external stakeholders:

- DIT Officers
- International Trade Advisers
- Lincolnshire Chamber of Commerce,
- Lincolnshire Export Champions
- Private sector businesses including product and service exporters
- Business Lincolnshire Growth Hub export/import advisers

All of these group members had an interest in internationalisation in the region, with the intention of considering the draft strategy and identified actions therein. They were invited to give their views on the document and on the direction of travel for this work area.

As a result, a number of clear areas of further development within the strategy were identified, as follows:

- Ensure that the Internationalisation strategy focuses on recognising both the manufactured products and digital/consultancy services
- Ensure there is a focus on supporting importers as well as exporters
- Establish a baseline so that targets can be set and progress measured (It should be noted that DIT/HMRC cannot share client data, sector or contract value information)
- The strategy needs to include principles of responsible/sustainable exporting, what is it and how do we do it.

- Clear communications plan to ensure all advisory services are informed and updated on the service offers and that a PR and Marketing campaign is devised to reach and inspire businesses.
- Focus time and resources on getting existing exporters to export more and promote these good news stories to inspire others.
- Work with the Lincolnshire Chamber of Commerce to create a peer network to support Greater Lincolnshire exporters

As result of discussions, the strategy document and associated action plan have been refined. The enclosed draft is considered a robust, forward thinking and effective plan to support Greater Lincolnshire's exporters and importers (both existing and aspiring) over the next two financial years.

A more detailed Delivery Plan setting out milestones and success measures will be put in place and will be reviewed on a six-monthly basis.

Options:

- 1) Do nothing. Retain the current level of support and provision and reject the new strategy and action plan.
- 2) Accept the new strategy, action plan and direction of travel in its entirety and approve the direction of travel suggested.
- 3) Accept the new strategy, action plan and direction of travel with identified specific revisions/suggestions.

Option 2 (above) is recommended, as it brings together both the best of existing support, and in addition strategically coordinates the extensive range of internal and external resources and partners to provide an effective, efficient, and well promoted support to Greater Lincolnshire's importers and exporters. It clearly identifies both strengths of current provision, and perceived gaps in provision, and via the attached action plan assigns clear responsibility to both internal and external stakeholders to make improvements where they would be required.

The vision outlined in the strategy would be a much clearer and more accessible internationalisation offer to businesses and constitutes a genuine partnership approach.

3. Year 1 Activities 2022-23 Current Priorities and High-Level Action Plan

The below activities were identified for action during 2022/23:

- How current online material could be promoted through a single gateway, delivering information in a manner that can be understood and acted upon quickly.
- How technology can be used to share market information and events programmes more efficiently.

- How the Humber Freeport can promote the value international trade to Greater Lincolnshire businesses.
- How partners can build collaboration to support international activities.
- How an export/ import focused Peer to Peer network could provide knowledge to new or early-stage exporters/ import.

Agreement to joint working on the following areas in phase 1

- **Export campaign – promote opportunities to develop and grow a business/enter new markets.**

Business Lincolnshire’s export adviser Mike Stokes carries out a ‘triage’ role, fielding export related enquiries from businesses and linking them with the appropriate support for their needs. We continue to work in partnership with DIT and external partners such as Export Dept and Lincolnshire Chamber to ensure this support and information is easily accessible. We will work with partners to develop campaign materials for dissemination and promotion purposes.

- **Trade Deal Information and Factsheets**

DIT Factsheets corresponding to new trade deals with other territories are collated and promoted (via all available Business Lincolnshire channels) as they become available. There is an opportunity to circulate to advisors to tailor discussions with businesses as appropriate.

- **Business benefits of Freeport(s)**

The Business Lincolnshire website hosts outline information on the newly formed Freeports in Lincolnshire and the East Midlands, and we await detailed information from Central Government on the specific financial benefits which Greater Lincolnshire businesses can expect. This will form part of a concerted communications campaign to inform businesses, in order that opportunities can be maximised.

- **Online exporting promotion linked to Website/social media/ adviser briefing etc.**

Development of the internationalisation content hosted on the Business Lincolnshire continues, to encourage the region’s businesses to engage with the suite of support on offer both internally and by partners and stakeholders such as Lincolnshire Chamber of Commerce and Department for International Trade. Advisers continue to be engaged and upskilled to enable them to effectively communicate with businesses about internationalisation opportunities and support. A longer-term communications strategy is planned as part of this Strategy work to better communicate to businesses the help they can access.

- **Clear information on available internationalisation support.**

An infographic to be made available to interested businesses to reflect existing, new and expanded internationalisation support available in the region. This will be visible on the Business Lincolnshire website and shared as widely as possible on all platforms and via all advisors, with the aim of making it as clear and simple as possible for businesses to understand the support available to them and how they can access it.

NOTE - Delivery of the above actions will be overseen by the officers from Economic Development working alongside DIT and Lincolnshire Chamber of Commerce. The strategy and action will be funded through planned business reserves.

4. Context

The purpose of supporting international trade

Supporting businesses to trade internationally is an important part of economic development. There is evidence to show that businesses who trade internationally will invest more in research and product development, staff training, and facilities for their business.

The EU Exit, and globalisation more generally, mean that an area's ability to trade internationally will become more important.

International trade within Lincolnshire

43.9% of Lincolnshire's products and services were exported to the EU in 2017. While there is only limited data at County level, ONS data indicates that Lincolnshire exports more goods to EU countries compared to the rest of the world, with a 63%:37% split in 2015. Lincolnshire's largest exporting industry is food and drink, with the greatest volume traded to European countries. Other national and regional data also identifies that the USA and is also an important market. These markets will remain important to Lincolnshire exporters in the future.

The infographic below gives more detail on exporting and importing in Greater Lincolnshire.



The table below shows Greater Lincolnshire’s top 10 export countries within the EU in 2019.

Country	Statistical value
Germany	£149 million
Irish Republic	£129 million
Netherlands	£114 million
France	£87 million
Spain	£79 million
Italy	£41 million
Belgium	£41 million
Sweden	£26 million
Poland	£24 million
Czech Republic	£24 million

5. Conclusion

Current and ongoing work by the Business Lincolnshire Growth Hub to support Greater Lincolnshire businesses with their internationalisation aims and plans, is well established. The draft strategy, action plan and stakeholder consultation and feedback has identified

areas where this can be further developed, and partnership working improved, to give the region’s businesses the right tools to do so, and to effectively promote the wide range of exporting/importing support available across the region.

Members of the Environment and Economy Scrutiny Committee are invited to review and comment on the draft Strategy and Action Plan and highlight any recommendations or further points for consideration.

6. Consultation

The draft Strategy has been reviewed by the Executive Councillor, members of the business community, Lincolnshire Export Champions, DIT regional team, Lincolnshire Chamber of Commerce and wider business support stakeholders.

a) Risks and Impact Analysis

N/A

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Greater Lincolnshire Internationalisation Strategy 2022-2024- DRAFT
Appendix B	Greater Lincolnshire Internationalisation Action Plan 2022-2024 - DRAFT

8. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Simon Murphy, who can be contacted on 01522 568735 or simon.murphy@lincolnshire.gov.uk.



Greater Lincolnshire International Strategy

Executive Summary

The Greater Lincolnshire economy has an international presence in a number of key sectors of the economy, with businesses exporting and importing goods and services across the globe.

This Internationalisation Strategy has been produced by Deyton Bell, independent economic development consultants. The strategy sets out a series of recommendations that could help DIT and its stakeholders increase international trade levels across the Greater Lincolnshire LEP (GLLEP) region. The objective of the strategy is to encourage an increase in international trade levels across GLLEP.

At present a range of services are available to support business ambitions, and this strategy sets out to how more businesses can be encouraged to export and import. The strategy's key objective is to encourage an increase in international trade levels across Greater Lincolnshire.

Greater Lincolnshire has major international strengths through its **Agri-Food, Defence and Cyber Security Healthcare** and **Low Carbon** sectors. These sectors are growing strongly in a number of countries. The strategy identifies these growth markets.

The Strategy identifies how different partners play important roles in supporting businesses and will play an important role in enhancing current services. Through consultation with the business community, five key priorities have been identified, these include;

- **How current online material could be promoted through a single gateway, delivering information in a manner that can be understood and acted upon quickly**
- **How technology can be used to share market information and events programmes more efficiently**
- **How the Humber Freeport can promote the value international trade to Greater Lincolnshire businesses**
- **How partners can build collaboration to support international activities**
- **How an export/ import focused Peer to Peer network could provide knowledge to new or early stage exporters/importers**

The Internationalisation Strategy identifies a range of emerging markets that GLLEP businesses can explore further. These markets requirements match the strengths in the region. Connecting these strengths with international opportunities will drive regional export and import levels.

Greater Lincolnshire can do more to drive international activity, this strategy sets out the roadmap to ensure that the business community can become more confident and active in overseas markets.

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1. Purpose of the Internationalisation Strategy

This strategy was funded by the Department for International Trade (DIT) Midlands Team as part of the contribution to the HM Government's wider Levelling-Up agenda. The context to this report is that both DIT and the LEP felt that it would be beneficial to gain a greater insight into the issues facing Greater Lincolnshire at a more granular level than would normally be the case when scrutinised from the spatial level of the East Midlands region.

While this report is funded by DIT Midlands it does not reflect official DIT Policy which is of course directed by the Department's Ministers, however it does provide a useful backdrop for developing a future set of actions that can underpin local ambitions to increase the level and value of exports and other international trade activities. The strategy will be launched in May 2022.

This Internationalisation Strategy seeks to set out four central ambitions;

- To ensure that services are in place to ensure that Greater Lincolnshire's exporting environment supports all businesses throughout their export experience
- To ensure that services are in place for businesses requiring imported goods throughout their international trading experience
- To encourage and provide support to those companies seeking to start trading internationally
- To support existing exporters and importers to access new markets and increase the value of their international trade goods and services

The GLLEP have developed their Industrial Strategy ¹with the government to build their economy over the next 10 years. GLLEP have set out goals to boost productivity in their economy through creating jobs and increasing the earning power of people. The GLLEP has been working with the Midlands Engine Strategy since its launch in 2017. Using this, it is important for Lincolnshire to address and focus on encouraging a greater number of exporters and encourage growth in existing exporters, to reach the greatest potential of its economy.



The Internationalisation Strategy sets out practical measures which will support business growth through international trade, building on local strengths and opportunities. It identifies

¹ <https://www.greaterlincolnshirelep.co.uk/priorities-and-plans/strategies-and-plans/local-industrial-strategy/#:~:text=The%20aim%20of%20the%20Industrial,in%20skills%2C%20industries%20and%20infrastructure.>

key sector strengths that have a competitive advantage in the global market place and recommends target export markets that offer immediate demand that matches local sectoral strengths.

Evidence gathered from consultation with the GLLEP business community has been used to identify where support assists their activity (both actual and potential). The strategy also recommends practical action that can be taken to increase awareness of the benefits of international trade and how appropriate support can be accessed. The strategy concludes by setting out a how partners can more effectively measure internationalisation progress which can inform stakeholders of performance on an ongoing basis.

2. The Role of International Trade

International trade is identified by the UK Government as a key contributor to future economic vitality. The UK is an active global trade partner, with significant activity in both in the trading of Goods and services. Trade conditions can be impacted by macro-economic factors beyond the UK's control, or through the attitude and activity of individual businesses both elements have an impact on the competitiveness of UK goods and services in overseas markets. Historically, the UK Government has set various national targets based around increasing the scale and value of exports from the UK. The Government has set out an ambition to raise the value of exports as a proportion of GDP from 30% to 35%².

International trade has grown rapidly over the last 70 years and has been a major driver of global growth. Since 1945 there has been a 38-fold increase in the volume of world trade³.

It is widely accepted that there is a positive link between trade, openness and growth. The Organisation for Economic Co-operation and Development (OECD) analysis suggests a 10% increase in openness is associated with a 4% increase in income per head⁴.



The Internationalisation Strategy sets the framework and identifies practical actions which will enhance existing support and create new support to encourage greater levels of international trade activity. The following section will set out the statistical context for Greater

² Department for International Trade (2018) Export Strategy: supporting and connecting businesses to grow on the world stage

³ WTO - World Trade Statistical Review 2019

⁴ OECD - [International trade and balance of payments statistics - OECD](#)

Lincolnshire's current international trade performance, the key sectors operating internationally, key markets and potential future growth markets to explore.

3. Greater Lincolnshire International Landscape

(i) The GLLEP Economy

The Greater Lincolnshire economy contributed £18,016 in GVA per head in 2017 to the UK economy; up from £16,563 in GVA per head in 2012⁵. The region does have a productivity gap with GVA per head 34% below the UK average (as of 2017). While GLLEP region's productivity is below the national average, it does have competitive advantage in both food and non-food manufacturing, both of which have high productivity rates.

The Internationalisation Strategy links closely to Greater Lincolnshire's Local Industrial Strategy (LIS)¹. The LIS has a clear aim which is to boost productivity by creating jobs and increasing the earning power of people with investment in skills, industries and infrastructure. GLLEP has identified six priority sectors which have competitive advantage and can offer real growth to the region. These are:

- Manufacturing
- Agri-food
- Visitor Economy
- Low Carbon
- Health and Care
- Ports and Logistics

GLLEPs LIS and priority sectors will be used as guiding principles for the Internationalisation Strategy to help it reach its full potential.

GLLEP's Institutional Assets

GLLEP has several key institutions which play a role in supporting internationally facing companies. The region is home to the University of Lincoln, a TEF gold-rated University. Universities operate as global economic ambassadors and play an important role in supporting international trade activities and they are a recognised source of research and innovation.

Through the provision of business support and knowledge exchange the universities are a key regional asset that support export and import activity. The University of Lincoln has several international partnerships with other Universities, including LaTrobe University in Melbourne, Australia, University of Wollongong Malaysia, Guizhou University in China, the University of Latvia, and two universities in Hong Kong. It encourages strong relationships with the surrounding community and businesses, offering support, networking opportunities, and industry links, which can greatly benefit businesses that do international trade. The

⁵ [Regional economic activity by gross value added \(balanced\), UK - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

University also has a strong partnership with Siemens who export to over 100 countries⁶. These global connections provides opportunity to promote GLLEP's economic strengths and secure future business growth through existing business partnerships, networks and student alumni.

The region's local authorities also have strong civic ties to many international locations. This Civic role will continue to be an important element in helping to encourage bilateral trade and open new markets for local businesses.

(iii) The Humber Freeport

The Humber Freeport provides a further opportunity to enhance international connections and further increase export and import trade within GLLEP. The Humber currently accounts for 23% of all goods travelling through English ports, adding £7.6 billion GVA to the UK economy, and supports around 35,000 regional jobs⁷. Freeport designation will provide growth opportunities that will ensure that the ports of Goole, Grimsby, Hull, and Immingham continue to thrive. One of the main aims in achieving Freeport status is to encourage more businesses to use the Humber as their dedicated logistics port for customs processing, with the incentives of paying reduced VAT, employment tax, discounted business rates, and a reduction in stamp duty.



In addition to the Humber Freeport, the East Midlands Freeport located around the East Midland's Airport is important for GLLEP businesses. East Midlands airport is the second busiest air cargo hub in the UK, after London Heathrow, and plays a key role for the Sea Food and Manufacturing companies located in GLLEP⁸.

Both Freeports will provide an important focus for inward investment, imports and exports through the provision of facilities and employment space for companies looking to internationalise. Ensuring the success of the Freeport will be important to GLLEP and the wider East Midlands region.

⁶

<https://www.lincoln.ac.uk/businessengagement/industrylinks/#:~:text=Lincoln%20is%20now%20one%20of,graduate%20talent%20with%20the%20company>.

⁷ <https://www.greaterlincolnshirelep.co.uk/priorities-and-plans/game-changers/freeport/>

⁸ <https://www.eastmidlandsairport.com/about-us/>

There is a comprehensive range of services available from stakeholders in the GLLEP region. Businesses consulted in the preparation of this strategy value the advice and support that is provided and recognise the added value services that enhance the exporting/importing experience.

The Department for International Trade (DIT) provides a suite of services that are tailored to meet individual business's needs. The service is comprehensive and covers three broad areas of support including;

- Advice and Guidance to businesses
- Online support
- Promotional events

Advice and Guidance to Businesses

The DIT provides detailed support through a strong network of International Trade Advisors (ITAs). The ITA offer expert support to all businesses seeking export and import advice across the region. Within the team there are a number of sector specialisms which reflect the strengths of the GLLEP economy, including Healthcare, Environmental Technologies, Food and Drink, and High Performance Technology.

Support available from the ITA network covers a wide breadth of enquiries arriving from individual businesses. The business community values the support it can draw upon from the ITA team. The ITAs provide valuable assistance in connecting businesses with opportunities and new markets . Support includes;

- Country and sector advice
- Local market research
- Support in establishing overseas visits
- Identification of possible business partners
- Preparation for exhibitions and events
- Advice on regulation and UK/International export and trade policy

In support of the ITAs practical support, DIT has a growing online presence. The www.great.gov.uk website provides a comprehensive range of data to guide new and experienced exporters. The services available include;

- Detailed guidance for new and frequent exporters including advice on duties and customs procedures, potential new markets and policy developments such as the benefits of new Trade Agreements.
- Access to the selling online overseas tool to identify marketplaces and to showcase products online
- Access to current export sales leads

The website also provides links to programmes such as the E-Exporting programme and the Export Academy.

E-Exporting Programme

The E-Exporting Programme provides support for UK companies seeking to sell their products to international consumers through e-commerce. The programme provides support to companies of any size which are:

- New to exporting through e-commerce
- Experienced exporters and looking to expand into new markets

E-commerce support is tailored to individual business needs, with support ranging from developing an e-commerce strategy and data-driven market research, to internationalising company's website. Currently two digital trade adviser support this work, linking businesses to a variety of national support including events, grant funding and locally available activity.

Export Academy

The Export Academy is focused on providing small and micro-businesses the knowledge and advice on how to sell to customers. The programme is a pilot and due to the pandemic is currently delivered online. The programme is designed for owners and senior managers, participant businesses must have a turnover of up to £500,000. Support available includes educational events, independent learning, networking, group mentoring and webinars. Topics feature include e-commerce, pricing strategy, customs & tariffs, international marketing, the benefits of Free Trade Agreements, market research and export controls.



A more specialised Tech Export Academy is also supporting 30 UK smart city tech firms to meet investors, undertake pitch training, and provide access to UK Export Finance support. The Academy offers customised sessions on key issues such as regulatory, tax, intellectual property, and legal issues with a focus on the Asia Pacific region.

Promotional events

Events are one of the most effective ways to support companies looking for trade opportunities. DIT also connect businesses to overseas opportunities through a range of events. Within the GLLEP region, the DIT team support the LEP with preparation for exhibitions and events, trade missions and trade fairs, which are funded via the Midlands Engine programme.

DIT's calendar of events is updated regularly with both UK and overseas events as well as overseas missions, and opportunities across the Tradeshow Access Programme (TAP). The TAP provides funding in the form of grants for eligible businesses to attend overseas trade shows. This enables business to access an effective way to test markets, attract customers, appoint agents or distributors and make sales.

DIT has **112 overseas offices** which provide valuable support for trade and investment activity. The offices are located in all key markets and provide strong global representation and connection for UK businesses.

DIT also funded **19 Overseas Delivery Partners**. The partners are members of the British Chambers of Commerce Global Business Network and includes private sector companies such as Business Link Japan and the British Centres for Business UAE.

Overseas Delivery Partners provide **business-to-business trade support** in selected countries and help generate high quality export and import opportunities to match the growing pipeline of export and import ready UK companies. The Benefits of Partner Delivery include their **valuable on-the-ground knowledge** and **direct in-country support** to exporters. The services provided by partners vary from market to market, however, they typically provide:

Free initial advice and sign posting, support for inward missions and trade events, paid for bespoke advice, prospecting data and introduction services.

(vi) Internationalisation Fund

The DIT Internationalisation Fund is open to SME businesses that have significant potential to grow international sales.

Eligible projects will have a minimum project value of £2000 and maximum £18,000 with up to 50% grant funding available.

UK Export Finance

The UK Export Finance programme is operated by the UK's export credit agency working alongside the DIT. Supported by 100 private credit insurers and lenders, the programme helps UK companies access export finance (loans, insurance policies or bank guarantees) that enable international trade to take place as easily and securely as possible. The programme supports companies to:

- win export contracts by providing attractive financing terms to their buyers
- fulfil contracts by supporting working capital loans
- get paid by insuring against buyer default

The programme supports companies of any size and across all sectors, from capital goods to services and intangibles such as intellectual property.

Lincolnshire Chamber of Commerce

The Lincolnshire Chamber of Commerce, provides its members with a range of internationally facing programmes of support, which are provided commercially. Support is provided through an International Trade Hub and includes the delivery of advice and guidance around key exporting issues. For new exporters, this is through one-to-one advice,

targeted 'how-to' seminars, fact-finding events, connections to country-specific partners and experts.

The Chamber also plays an important role in providing documentation advice. The documentation services provided by the Chamber include:

- EC and Arab British Certificates of Origin
- Movement certificates (EUR1 and ATR documents) to gain preferential duty rates in selected countries
- ATA Carnet for temporary exports of exhibition equipment and commercial samples
- Letters of Credit service from checking to full presentation avoiding costly delays when getting paid
- International Import Certificates

Comprehensive training and support is also offered to enable businesses to trade internationally effectively. Training provision includes:

- Customs codes and Authorised Economic Operator (AEO) status.
- Customs Exports and Imports procedures
- Rules of Origin
- Customs Declaration Trading

Business Lincolnshire Growth Hub

The Business Lincolnshire Growth Hub (lead and funded by Lincolnshire County Council and GLLEP) identified the need for enhanced provision to provide export and import capability and support for micro and small businesses across Greater Lincolnshire.

The support is delivered in harmony with the existing DIT International Trade Support, e.g. www.great.gov.uk, International Trade Advisors, and E-commerce Advisors.

The service commenced in April 2019 and a dedicated Export Adviser was contracted to provide support on a call off basis.

Small and micro businesses are offered two adviser-led services, linked to their export journey stage:

- **Export Readiness Assessment** –for businesses that are interested in exporting but aren't convinced that their current products or services are exportable and want to understand the actions they need to take to become export ready.
- **In Depth Export Diagnostic** –for businesses that have an export-ready product or service or that already have some international customers, but no coherent export strategy. This review covered nine areas: the business, products & services, export objectives, planning & market knowledge, people & experience, operations, sales & marketing, finance and Brexit impacts. The support offer also sign-posts appropriate Export Academy sessions, other DIT masterclasses and general Growth Hub events
- The **Empowering SMEs in International Trade** Programme has been designed to assist business to embrace trade through the transformative new trading arena Post EU Exit. It assists businesses who are either exporting or importing and require specialist support and guidance in navigating the complexities of trading and ensuring compliance with trade regulations post EU exit. The tailored support is delivered on a 1 to 1 basis (currently virtual).

- International Trade Clinics – 2 hours support
- International Trade Deep Dive Sessions - 6 hours support
- Export Manager Programme – 30 hours support
- International Trade Peer Support Programme - 12 hours group support

vii. Greater Lincolnshire's resources for International Work

Greater Lincolnshire is developing an ambitious agenda for its international activity. Our approach to deliver the strategy is in partnership. Resources contributing to the delivery of the strategy include;

- Business Lincolnshire Growth Hub – Coordination and Business Advisory support
 - Lincolnshire Chamber of Commerce – Export advice and Documentation
 - Department for International Trade – resources provided across the East Midlands and Greater Lincolnshire
 - The Export Department – Export and Import advice support to businesses
-
- EU Trade Support programme



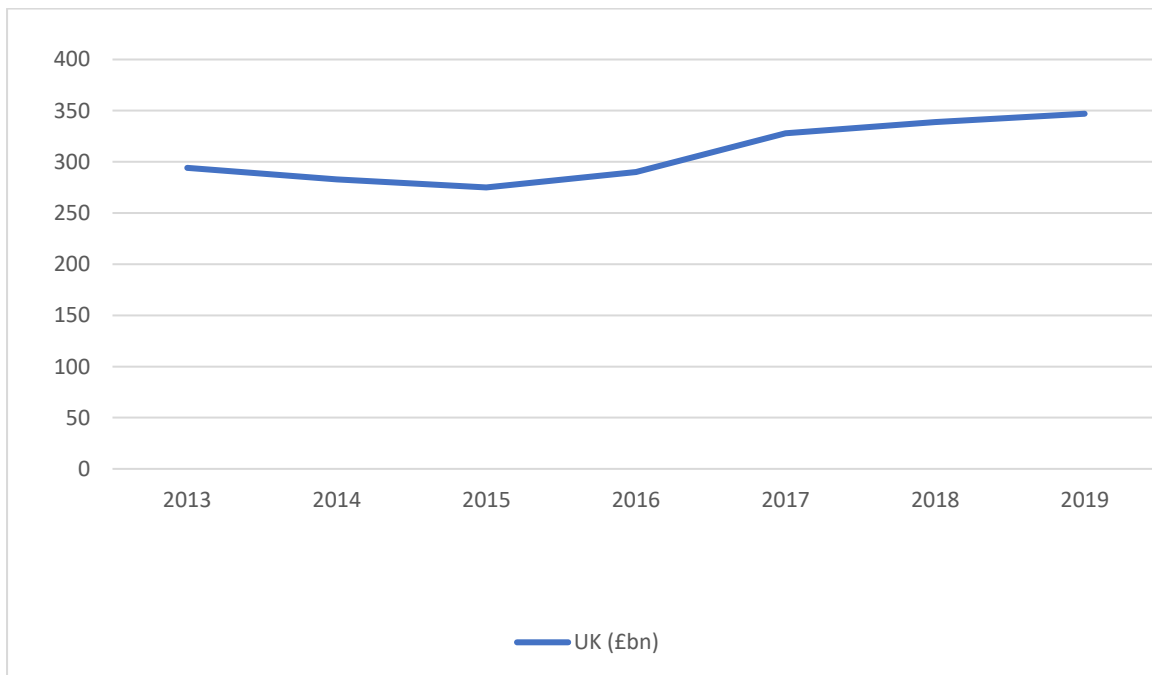
4. GLLEP International Trade Performance

The UK has a long history of being at the forefront of international trade. In 2019, the UK was the 9th highest national exporter of goods and the 2nd highest exporter of services, with a total £347bn of exports transacted.

The UK Government believes that the country is punching above our weight but below our potential, with the UK well placed to seize new opportunities in new markets. The Government recognises that the UK has a global reputation for innovation, a skilled workforce and a well-regulated economy. As a result the ambition is to strengthen the UK's position as one of the 21st century's great trading nations.

Since 2013, the UK has seen a continued upward trajectory highlighting the growing number of exports. The data for 2019 set out below in Figure 1 reveals the highest point of recent trading levels with a value of £347bn of exports. While the COVID-19 pandemic has had a significant impact on international trade, the establishment of the vaccine programme has generated cautious optimism that the global economy may well enter a recovery phase in the latter half of 2021.

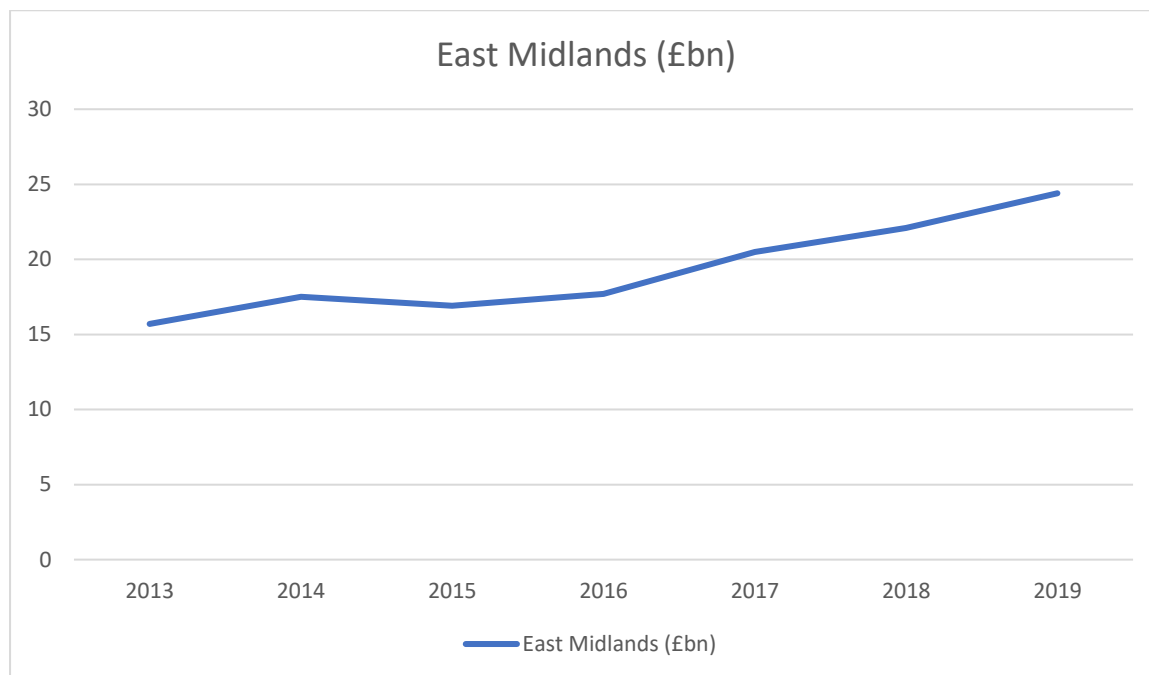
Figure 1: Level of UK Exports



Source: <https://www.uktradeinfo.com/trade-data/rts-custom-table/>

East Midlands businesses exported a total of **£24.4bn in goods and services in 2019**. Figure 2 highlights an upward trend since 2017. Since 2013 the trend has been broadly upward with a 30% increase in exporting between 2013 and 2019.

Figure 2: East Midland Export performance 2013-2019



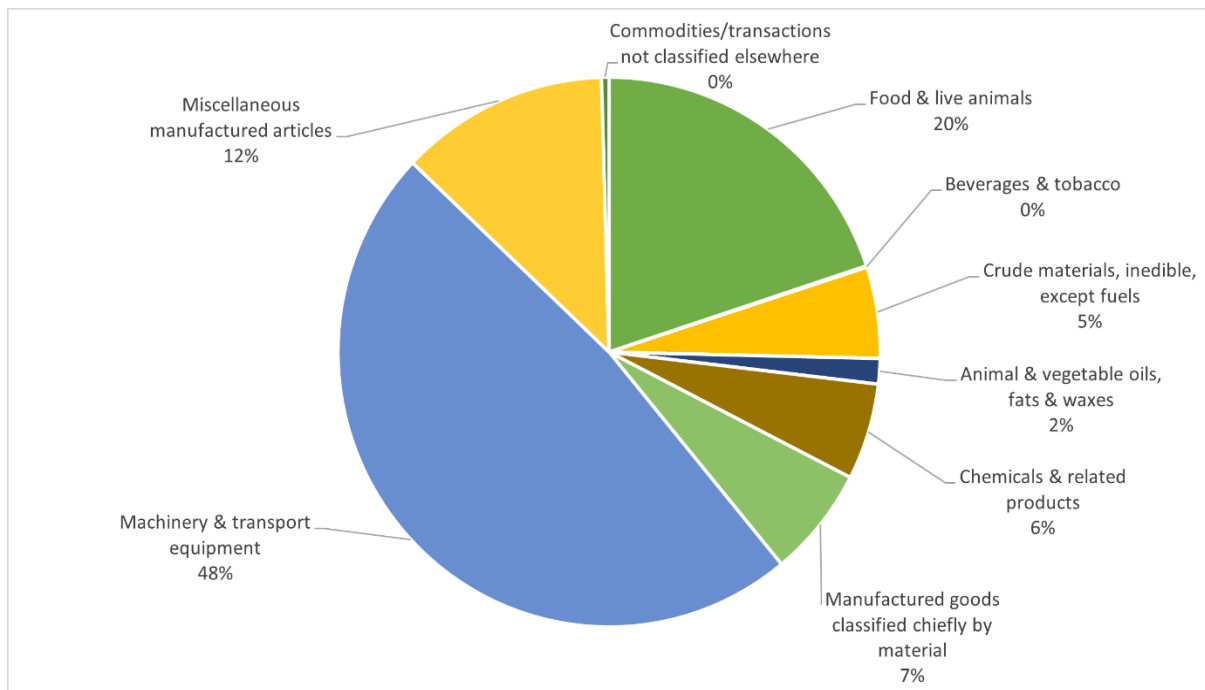
Source: <https://www.uktradeinfo.com/trade-data/rts-custom-table/EastMidlands>

Businesses in Lincolnshire **export 5.6% of all goods leaving the East Midlands**⁹. This was a total of **£1.3bn in 2019** from a recorded 2,200 export businesses registered in the area.

Figure 3 shows the breakdown of export goods from Lincolnshire in 2019, to both EU and non-EU countries as a pie chart. The data illustrates that machinery and transport equipment is the largest sector for export goods from Lincolnshire, followed by food and live animals, followed by miscellaneous manufactured articles. Of the food and live animals exports, 80.1% was exported to EU countries.

⁹ [Regional trade in goods statistics disaggregated by smaller geographical areas: 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/regional-trade-in-goods-statistics-disaggregated-by-smaller-geographical-areas-2019)

Figure 3: Lincolnshire goods exported in 2019



Source: UK regional trade in goods statistics disaggregated by smaller geographical areas, 2020

The DIT-sponsored Midlands Engine Export Research report identifies that a companies' 'sector' is highly correlated to export activity with businesses in the production of goods engaging in the highest levels of exporting, while companies within the Finance sector engage least in exporting. Companies producing goods and tradable services are more likely to be serving global markets. Similarly, companies which are more likely to address local market demand, such as for accommodation or real estate, are less likely to seek global clients.

The report also found that company size is also related to levels of exporting. Companies with 100 or more employees are more than twice as likely to export as those with 5 to 19 staff. Ownership is also a strong indicator of export activity. The survey estimates that almost half (48%) of foreign-owned companies export compared to only 15% of UK-owned businesses. This is intuitive as foreign-owned businesses are already international, and overseas investments are often explicitly designed (and are of a scale) to serve more than the domestic market.

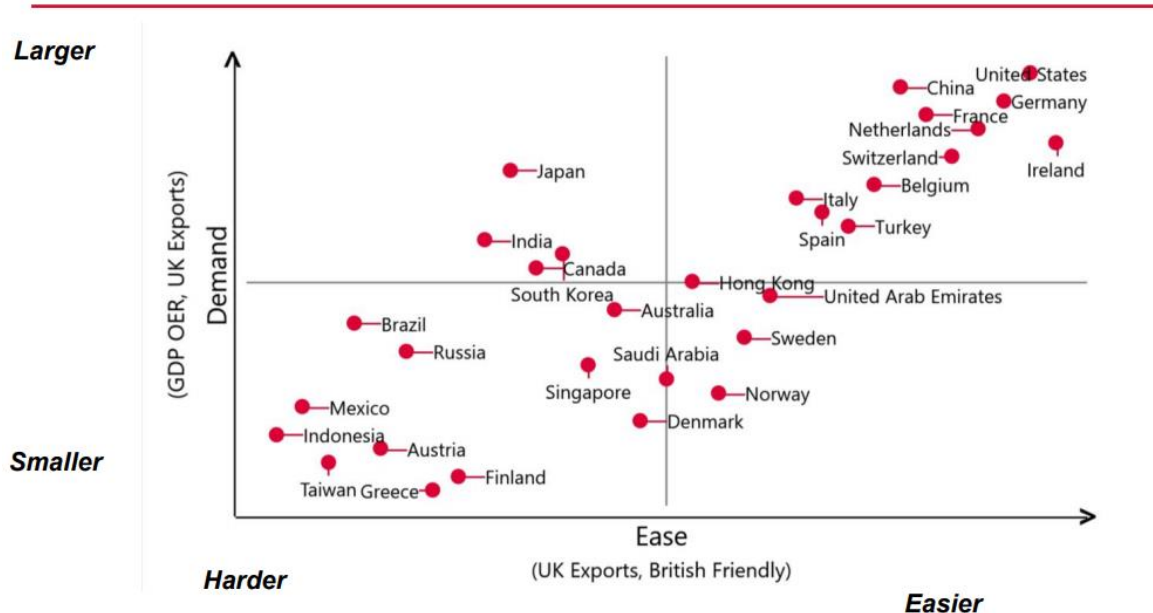
5. Key and emerging markets

This section reviews the key export markets that Greater Lincolnshire businesses are engaged in, and also looks at emerging markets and their compatibility with the strengths of the regional economy.

(i) UK Export strengths

DIT analysis of UK current export strengths and market opportunities highlights a range of markets based on the size of market, and the ease of conducting business. The analysis reveals those countries that offer long term, stable exporting markets, and those less mature markets that offer significant potential.

Figure 4 UK current export strength and market opportunities



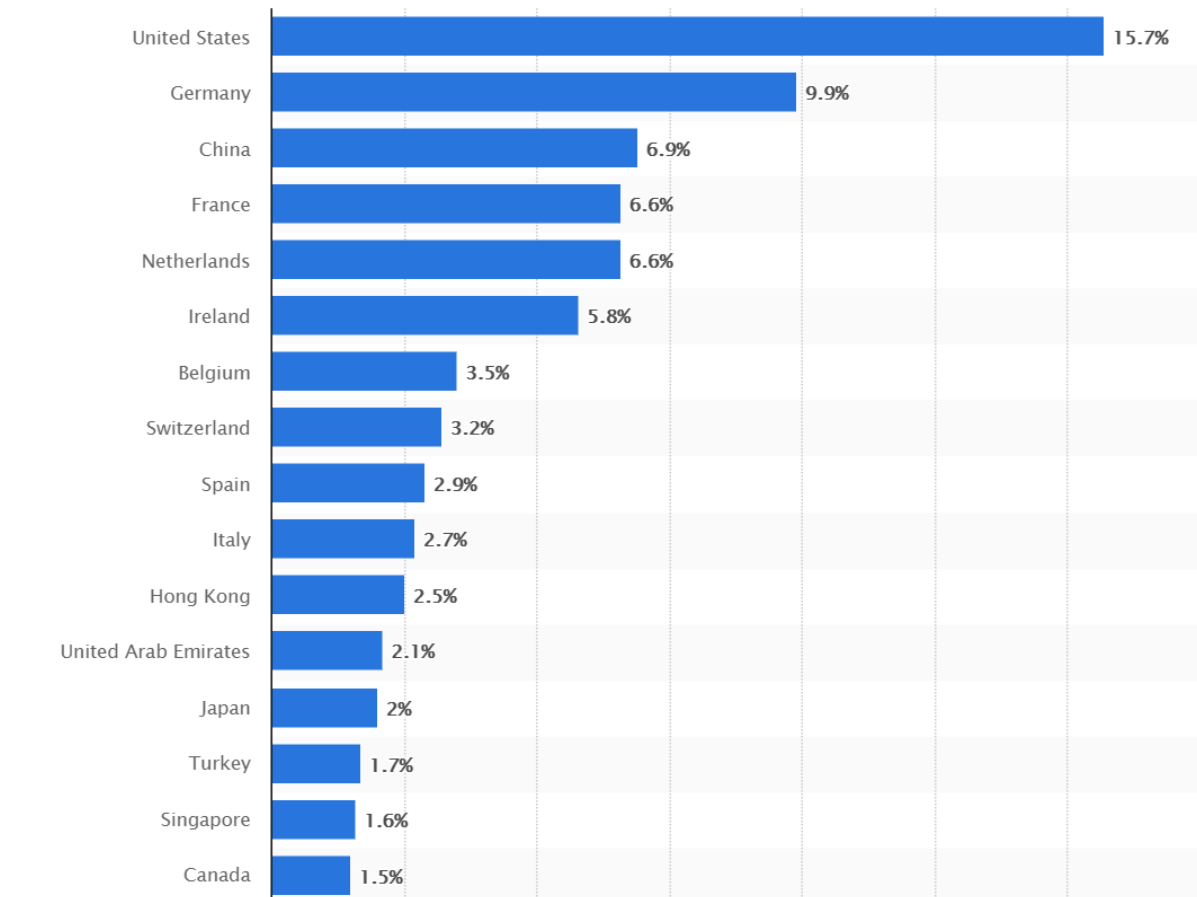
Source: DIT's Market Selection tool

The markets identified in the top right quadrant highlight the larger markets where the UK is able to trade effectively. These are well developed markets with recognisable advantages. The growth opportunities exist in markets in the left hand quadrants, these markets are sizable, but with require some navigation. With new Trade Agreements being agreed, such as Japan, the UK will have additional tools to reach these markets. Existing DIT support enables exporters to reach all markets, fundamentally the most important factor is whether an exporter has a product required overseas.

(ii) The UK's Current Key Export Markets

Looking at key UK export markets, export data from 2019 and 2020 has been included, because 2020 will be seen as an anomaly year, due to the Covid-19 pandemic. In 2019, the United States was the leading country for exports from the UK, with 15.7% of all UK exports going to this market. Germany was the second largest export market for the UK in 2019, followed by China, with these countries accounting for 9.9% and 6.9% of UK exports respectively. This data is shown in Figure 5.

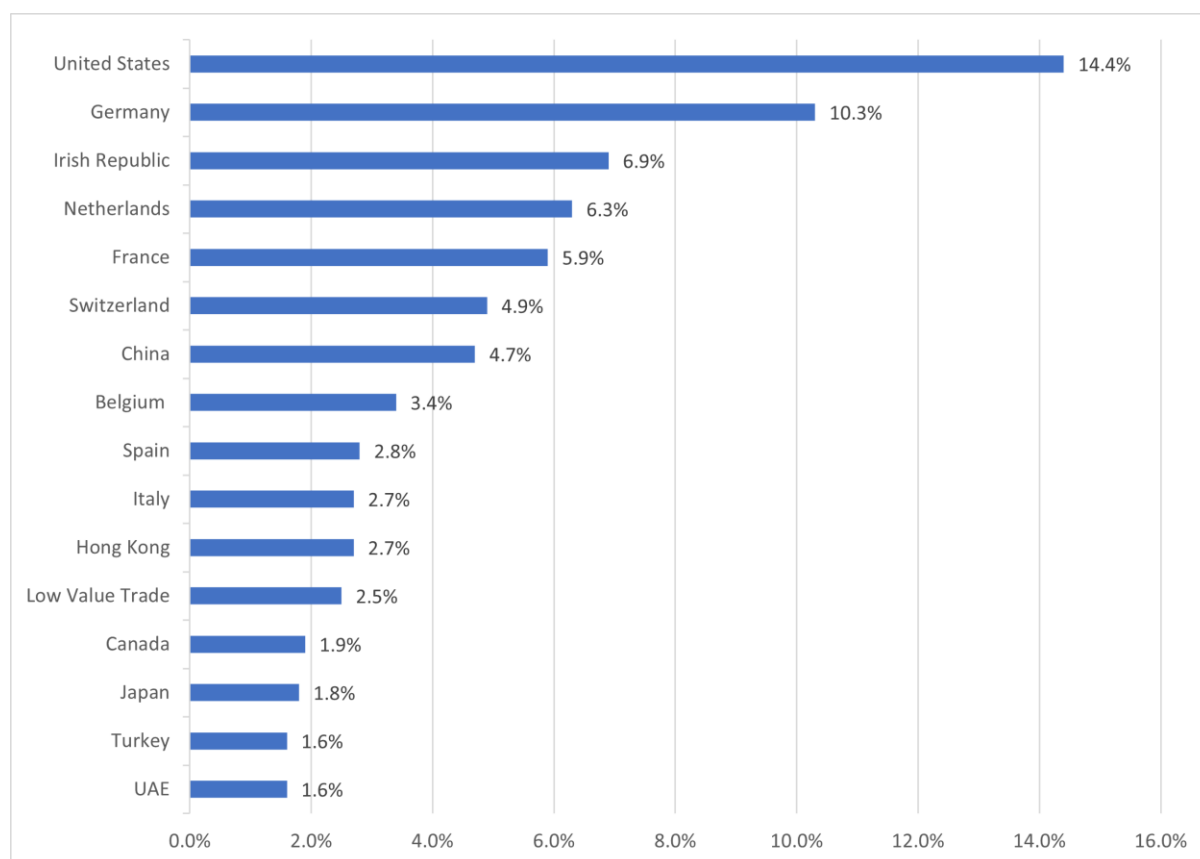
Figure 5 highlights the UK's key export markets in 2019.



Source: Statista: Office for National Statistics (UK); 2019

In 2020, the United States remained the leading country for exports from the UK, however there was a slight decrease to 14.4% of all UK exports going to this market. Germany is still second largest export market for the UK, at 10.3%, and China has been replaced by the Irish Republic, who accounted for 6.9% of UK exports. The majority of export countries remain the same, or have had small changes in the past year. Further detail can be seen in Figure 6.

Figure 6 highlights the UK's key export markets in 2020.



Source: UK trade data, 2020

Potential numbers of exporting companies

Figure 7 identifies the total number of High Export Potential (HEP) companies in the Midlands Engine key sectors. The totals related to companies that turnover £500k plus. Only a proportion of these companies export, however, it provides broad parameters for how many more companies could be encouraged to export.

Company Counts by Criteria and Geography <i>Based on FAME data</i>	Greater Lincolnshire LEP
Total High Export Potential (HEP) companies in Midlands Engine Key Export Sectors	620
Companies reporting export turnover in at least one of the last three financial years	113
Exporters as % of HEPs	18%

Source: Fame

Figure 8 sets out HEP companies in Greater Lincolnshire by sector.



No. HEP companies by Midlands Engine Key Export Sector	Total in LEP area
1: Healthcare & Life Sciences (including medical devices/technologies)	11
2: Advanced Engineering (particularly rail and aerospace)	50
3: Infrastructure (including mining)	0
4: Clean Energy & Renewables	0
5: Technology, Smart Cities, Cyber Security; and 7: Defence	25
6: Chemicals (including composites)	3
8: Education	32
9: Advanced Manufacturing & Future Mobility (particularly automotive and automotive supply chain)	37
10: Food & Drink	43
11: Fast Moving Consumer Goods (FMCG)	67
12: Business & Professional Services	284

Source: FAME

(iii) Greater Lincolnshire's Current Largest Export Markets

43.9% of Lincolnshire's export services were exported to the EU in 2017¹⁰. While there is only limited data a Nuts 2 (County) level, ONS data indicates that Lincolnshire exports more goods to EU countries compared to the rest of the world, with a 63%:37% split in 2015¹¹. Lincolnshire's largest exporting industry is food and drink, with the greatest volume traded to European countries. Other national and regional data also identifies that the USA and is also an important market. These markets will remain important to Lincolnshire exporters in the future.

Greater Lincolnshire International snapshot

¹⁰ [International exports of services from subnational areas of the UK - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

¹¹ [Innovation \(modern.gov.co.uk\)](https://modern.gov.co.uk)

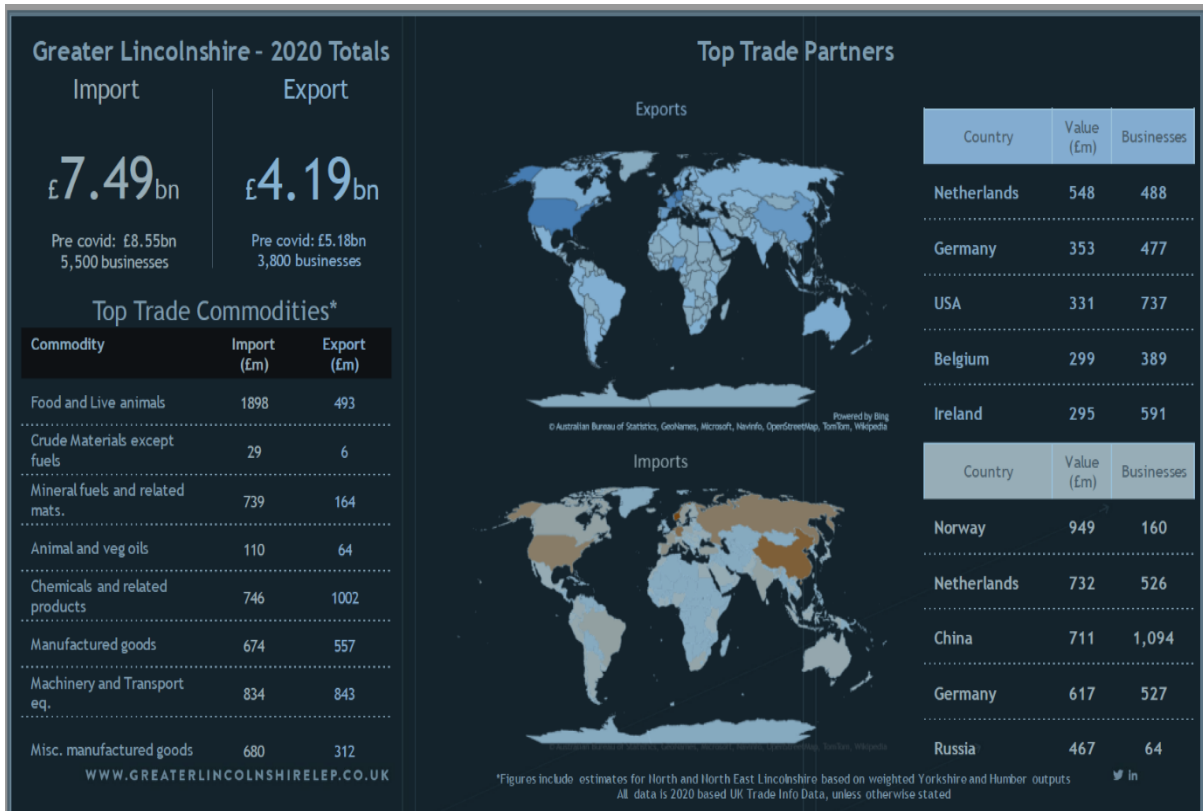
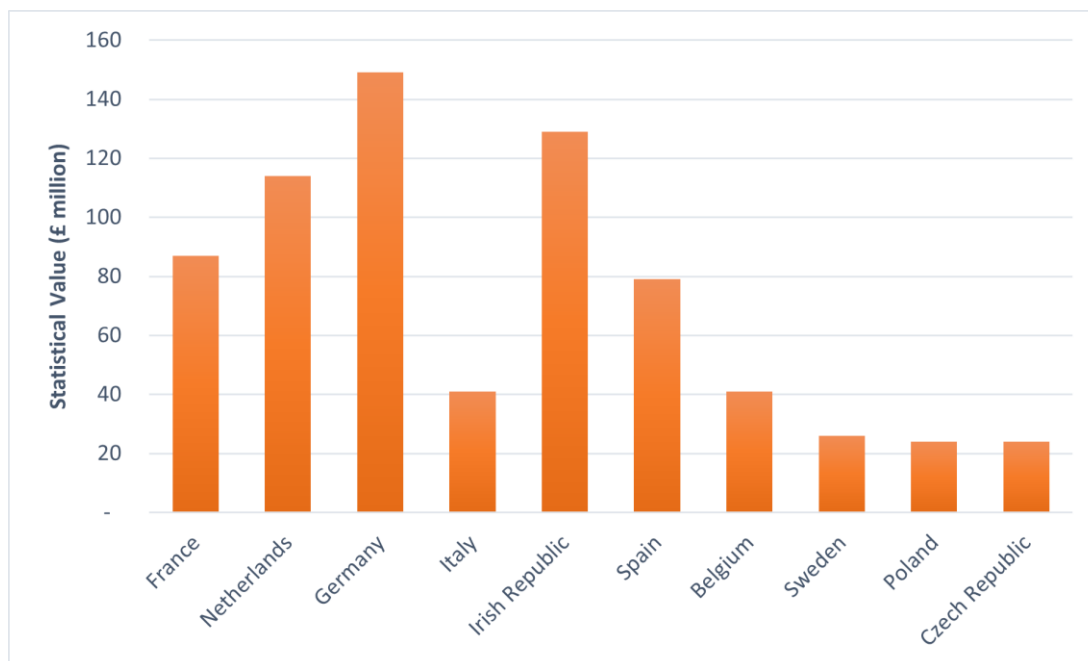


Figure 9 below shows Greater Lincolnshire's top 10 export countries within the EU in 2019.

Country	Statistical value
Germany	£149 million
Irish Republic	£129 million
Netherlands	£114 million
France	£87 million
Spain	£79 million
Italy	£41 million
Belgium	£41 million
Sweden	£26 million
Poland	£24 million
Czech Republic	£24 million

Source: UK regional trade in goods statistics disaggregated by smaller geographical areas, 2020

Figure 10 below shows the top 10 EU countries that Lincolnshire exported to in 2019



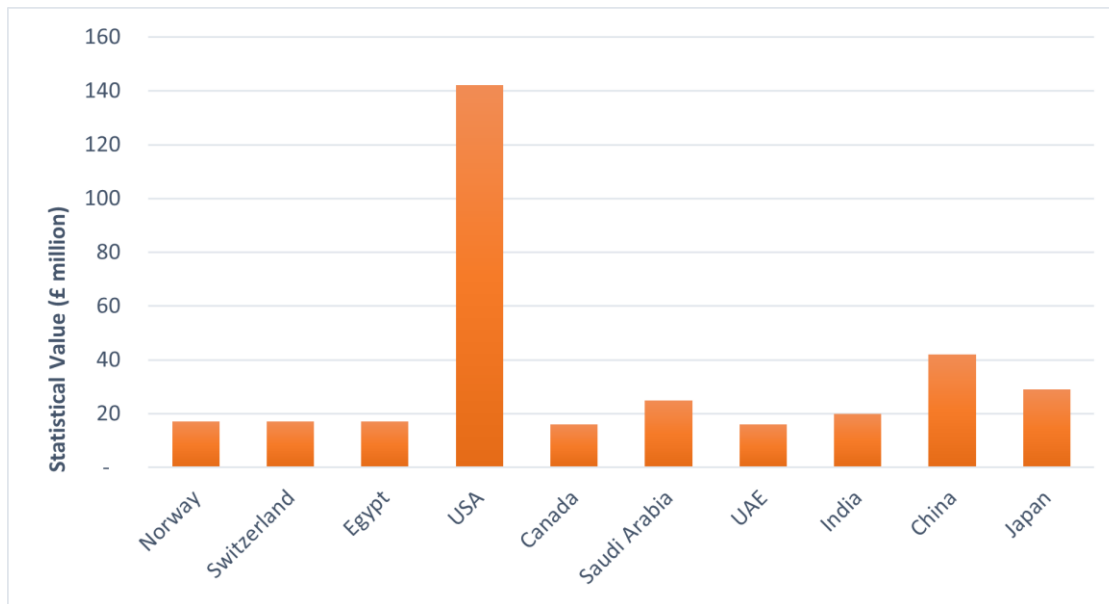
Source: UK regional trade in goods statistics disaggregated by smaller geographical areas, 2020

Figure 11 below shows Greater Lincolnshire's top 10 export countries outside of the EU in 2019. It's worth noting that only the United States that comes anywhere close to the export value of EU countries. The second highest export country outside of the EU is China, valued at £42 million, which positions China in 7th highest of all export countries from Greater Lincolnshire.

Country	Statistical Value
USA	£142 million
China	£42 million
Japan	£29 million
Saudi Arabia	£25 million
India	£20 million
Norway	£17 million
Switzerland	£17 million
Egypt	£17 million
Canada	£16 million
UAE	£16 million

Source: UK regional trade in goods statistics disaggregated by smaller geographical areas, 2020

Figure 12 shows the top 10 non-EU countries that Lincolnshire exported to in 2019



Source: UK regional trade in goods statistics disaggregated by smaller geographical areas, 2020

(iv) Barriers to exporting

Through consultation with the business community for the development of this strategy it is evident that many businesses would like to increase their level of exports. However, despite this positive outlook, a number of barriers currently restrict exporting activity.

Businesses can be broadly categorised as;

- New to exporting
- Early stage exporters
- Experienced exporters

The consultation identified the following barriers that impacted on all three business categories:

- The cost (and perceived cost) of exporting,
- Lack of management capacity, resources or staff,
- Limited overseas demand and difficulties accessing new markets and;
- The ability to understand regulation, culture and practices of new trading partners
- planning and identifying opportunities
- winning and securing contracts
- As a short term issue, the perceived uncertainty relating to exiting the EU

For new and novice exporters, these barriers are underpinned by two critical issues. These being whether the **business owner has the confidence to export** and is **able to evaluate the risk associated with trading overseas**. Due to the small nature of the businesses, and the fact that they do not have a team designated to exporting, it is typically the Managing Director who holds responsibility for researching opportunities, securing trading relationships, overseeing the transportation of goods through to contractual and payment.

This additional workload and limited capacity is a key reason for either not exporting, or limited trading to a few established overseas customers. These businesses report that support is critical in addressing these issues, and new exporters cited support from DIT and Lincolnshire Chamber as essential. This advice is highly valued, with many businesses confirming that the support ultimately led to export contracts being secured.

New exporters also confirmed that they believe that the **costs of overseas trade would be prohibitive prior to receiving advice and support**. Many felt that this would be a widespread perception of businesses that do not currently trade overseas. Equally the lack of knowledge of potential markets and clients also restricts businesses from seeking to begin to international trade. Support services from ITAs and the Chamber were cited as being the critical factors in demonstrating that overseas markets and clients do exist and the correct action required to secure contracts. New exporters rely on market intelligence provided by DIT to guide internal decision making on the precise approach to exporting.

Learning from previous business' examples was also a reason for export success, for example, having access to experienced exporters and case studies of how to succeed. These networks act as a valued support network where businesses can build knowledge, learn from experience and understand how they can trade overseas effectively from their peers and experienced exporters.

The more experienced exporters identified fewer barriers and commented that they are able to access services to help understand new market opportunities.

The role of the ITAs was identified as very positive in helping to grow exporting opportunities. Networks were also valued as a way to identify new markets and increase practical knowledge of exporting.

Cultural awareness and understanding are key barriers for potential exporters of all sizes and experiences. With each country having its own unique culture, there is widespread recognition that businesses need to be prepared for cultural differences if they are to trade effectively.

The British Business Bank's 'UK SME exporting trends: finance and trade report' identified that **planning and identifying opportunities**, and **winning and securing contracts are the biggest challenges** for international expansion. When asked about which stage of the exporting journey presents the biggest challenge, exporters identify (37%), and (32%).

Leaving the EU is also a current factor impacting upon confidence levels of all exporters. The EU is a key market for GLLEP, many business owners have confirmed that they have temporarily stopped exporting due to actual, and in some case perceived, issues related to new regulation, such as Rules of origin and transport delays. Many confirmed that they will be monitoring the position, potentially returning to exporting in the summer months. There have already been several issues reported among the businesses due to Brexit: goods being lost/ returned, incorrect paperwork being processed or issues with freight

carriers. Many recognised DIT as a key source of advice and support when these issues have arisen, and the support in resolving these matters is greatly valued.

These barriers and the issues that relate to them will be addressed in the following section of the International Strategy which explores the practical actions that will help both existing exporters and new exporters to increase their international activity.

(v) Responsible Exporting

Responsible exporting is a key factor that businesses should be aware of when considering expanding in international trade. The global value chain and vast amount of global trade has raised questions around how trade and the environment interact with each other¹².

International trade can have a direct impact on the environment by increasing pollution and degrading natural resources¹². Simultaneously, international trade has the power and ability to support economic growth, development, and social welfare, as well as contributing to a greater capacity to manage the environment more effectively¹². Hence, markets can work together to improve access to technology that make local production processes more efficient and hence lower the strain on the environment. Likewise, a changing environment can pose issues for exporting businesses, as they may find transport and distribution chains infrastructure to become vulnerable and susceptible to change¹². Hence, it's important for businesses to be aware of the issues around responsible exporting in order for their international trade activity to continue to run reliably.

Greater Lincolnshire LEP and trade partners can support businesses by providing information on responsible exporting to educate businesses, so they know the reasons why it is important as well as how to practice it. Following guidelines from environmental and international trade policy is key, as well as information on the supply chain of the exported/imported goods. Choosing the route that emits the least amount of carbon emissions is a good choice, as well as choosing packaging and materials that have less impact on the environment is beneficial, too.

This section of the Strategy adds value to Lincolnshire businesses as the demand for responsible exporting is due to rise over the next few years.

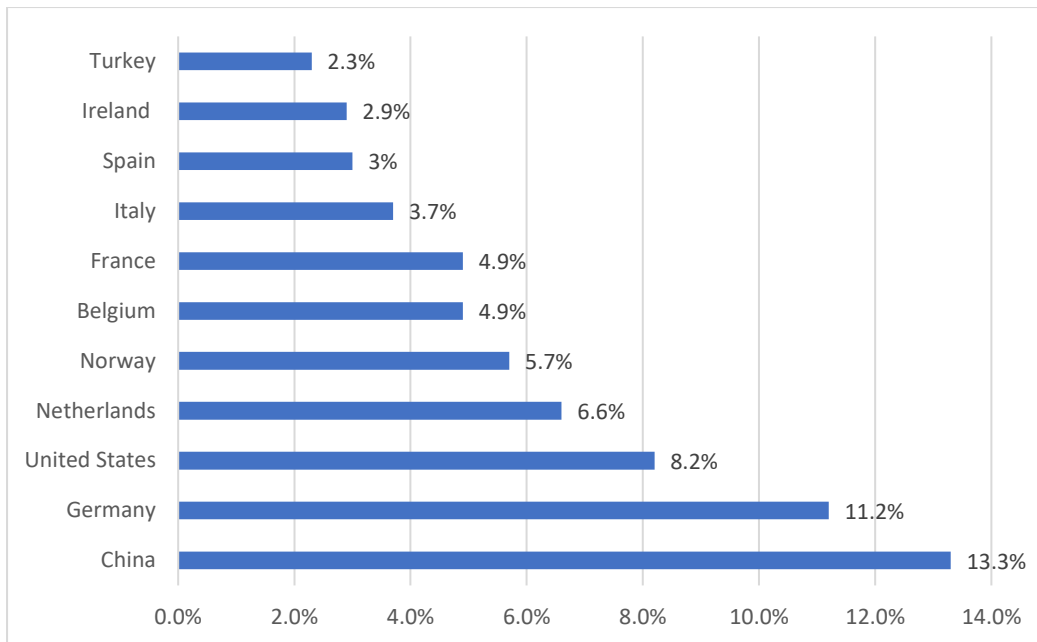
(vi) Import Markets and Barriers to Importing

The UK imports from a number of markets and their international trading activities lead to a net importing market¹³. In 2021, the UK's exports of goods and services totalled £619 billion and imports totalled £648 billion¹³. The EU accounted for 50% of imports in 2020.

Figure 13 shows the top 10 countries that import to the UK.

¹² <https://www.oecd.org/trade/topics/trade-and-the-environment/>

¹³ <https://commonslibrary.parliament.uk/research-briefings/sn02815/#:~:text=The%20UK%20generally%20imports%20more,%C2%A329%20billion%20in%202021.>



Source: Statista, 2021

The Greater Lincolnshire LEP area is also a net importer of goods; in 2017, total imports into GLLEP were £8.8 billion from a minimum 3,100 businesses¹⁴. The largest import sector is in food and live animals, followed by machinery and transport equipment, crude materials (except fuels), and chemicals and related products¹⁴.

While the official line is that there are no significant trade or investment barriers in the UK (from the International Trade Administration¹⁵), a few barriers to importing to GLLEP have been identified. Brexit is a barrier as businesses continue to adapt and mitigate around the new trade regulations with the EU. This has affected the rules of origin and the cost added to imports; its been reported that Brexit trade barriers added £600m in costs to UK importers in 2021¹⁶. Quotas and other regulations may also be a hinderance to importing. Giving businesses the knowledge to understand what each of these measures are can help them to overcome import barriers.

(vii) Export Growth Markets

The rise of emerging economies is reshaping global trade flows: emerging markets' share of global consumption has risen by roughly 50 percent over the past decade. McKinsey report¹⁷ that as incomes increase in China and other emerging economies, these countries are consuming more of what they produce and exporting less. They are also producing more

¹⁴

https://www.greaterlincolnshirelep.co.uk/assets/documents/Greater_Lincolnshire_LEP_Local_Industrial_Strategy_Evidence_Base_%28November_2019%29.pdf

¹⁵ <https://www.trade.gov/country-commercial-guides/united-kingdom-trade-barriers#:~:text=The%20UK%20has%20no%20significant,of%20EU%20Directives%20and%20regulations.>

¹⁶ <https://www.theguardian.com/politics/2021/sep/13/brexit-trade-barriers-added-600m-in-costs-to-uk-importers-this-year>

¹⁷ <https://www.mckinsey.com/featured-insights/europe/brexit-the-bigger-picture-revitalizing-uk-exports-in-the-new-world-of-trade#>

goods locally or regionally, rather than importing from developed economies. That has contributed to a decline in global trade in goods, which fell from 28 percent of global GDP in 2007 to 23 percent in 2017.

McKinsey further reports that UK-based companies have broadly been unable to build positions in fast-growing emerging markets. The UK's share of total goods exports to developing economies is only 3%, in contrast with Germany's and the United States' shares, at 14% and 19%, respectively. As for China, only around 2% of value added in Chinese imports originates from the UK, while 5% comes from Germany and 12% comes from the United States¹⁷.

Through analysis of global trade performance and trade advice from the major accountancy firms, 10 potential growth markets have been identified that represent key markets that align with GLLEP priority sectors. These markets include;

Food security has been and will continue to be a key driver of socio-political priorities at global, regional and national level.

Increasing world population, sustainability concerns and uneven income growth present the food and agricultural sector with the permanent challenges of: increasing total food availabilities, satisfying the increasing diversification of consumers' basket, and meeting higher quality standards (safety, environment, welfare and ethic), while keeping food affordable. The Food and Drink market is GLLEP's largest trade market. Globally, the current highest food import markets are;

United States, imports a total of £133 billion

China - £105.26 billion,

Germany - £98.90 billion,

Japan - £68.86 billion,

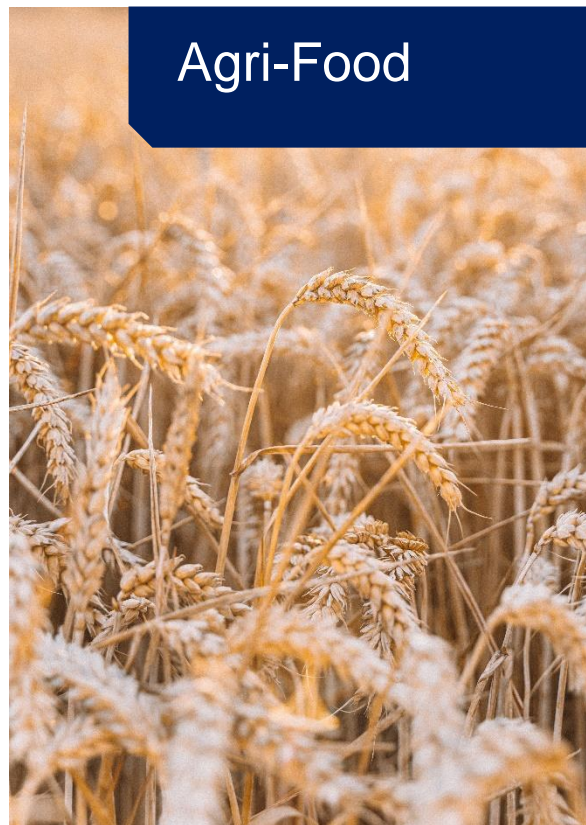
Netherlands - £64.38 billion,

France - £62.29 billion,

Italy - £51.34 billion,

Belgium - £40.87 billion

Russia - £38.60 billion¹⁸



GLLEP businesses are currently operating within each of these markets and they will continue remain important to Lincolnshire businesses in the longer term. Each market also

¹⁸ <https://www.worldatlas.com/articles/the-countries-importing-the-most-food-in-the-world.html>

offers growth potential with all indications that food security issues will create greater levels of demand, particularly where there is continued population growth.

There are in addition a number of rapidly growing markets that offer potential to increase exports. These markets are recognised for their growing populations and increasing reliance on food imports. These markets include;

The Asia Pacific – specifically Indonesia, India, Bangladesh, and Philippines

The population of the Asia-Pacific region is projected to rise by more than 400 million people in the next 2 decades, representing a 16-percent increase. Demographic changes – increased urbanization, growth in populations, and changes in the age structure of populations - will have more profound long-term implications for the region's food system.

In the Asia-Pacific region, three demographic trends will lead to increased global demand for food. A more urban population will demand a more varied diet, with a premium on convenience. The overall aging of the population will change demand with an increased focus on for example, more fish and fruit.

The Middle East – specifically Bahrain, Egypt, Kuwait, Oman, Qatar, Saudi Arabia, and UAE

The growing populations of the Middle East point to increased dependence on imported food staples. Food imports are projected to grow to US\$53.1 billion by 2025. Major factors driving the market include growing domestic and rising expat population, rising health consciousness among the population, changing tastes and preferences, and growing disposable income leading to higher consumption of nutritional foods as part of a stable diet. The United Nations' figures reveal the population jumped by 18.9 percent in the last five years. According to a report published by the Economist Intelligence Unit, by 2020 the GCC population is forecast to reach 53.5m, a 30 percent increase over the level in 2000. This growth provides a large new market for Lincolnshire's Food and Drink sector to increase exporting to.

Saudi Arabia, the UAE, Kuwait and Egypt are the largest markets for fresh produce imports. Saudi Arabia and the UAE account for over 2 percent of global fresh produce imports¹⁹. These markets offer immediate opportunities for GLLEP Food companies.

Global demand for food products focuses on **Cereals, Fruit and Vegetables and Meat** products. Lincolnshire has clear strength as the UK's leading exporter of Cereals and Fruit and Vegetables. The GLLEP area also had some specialisms such as the Grimsby Sea Food Cluster which is responding to global demand. This cluster has the potential to grow further, with the quality and brand beginning to be understood globally. The cluster has appetite to explore these new markets and seek to increase exporting.

¹⁹ <https://www.centerforgrowingtalent.org/content/articles/2017/06/who-supplies-the-middle-east-increasing-demand-for-fresh-produce>

Agri Robotics

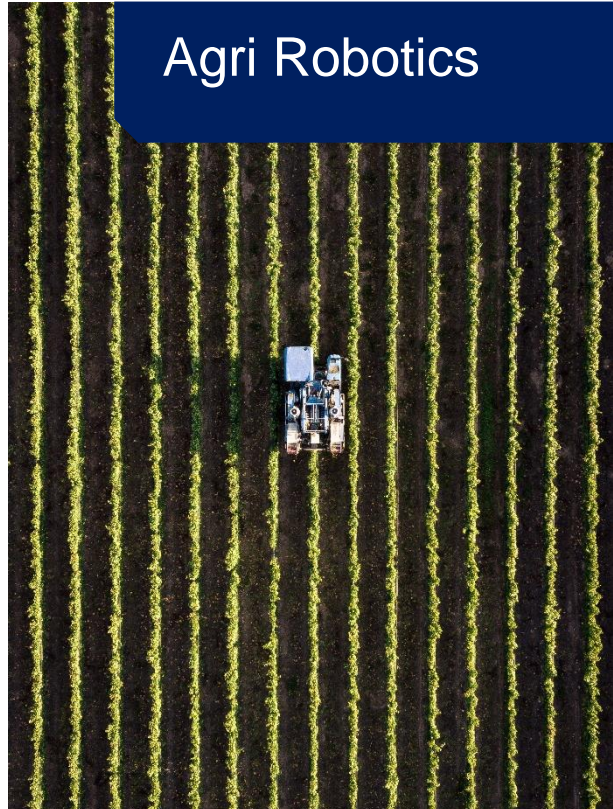
The Agri-Robotics market is also an important growing sector across Greater Lincolnshire. At present analysis reveals that the market is fragmented into North America, Europe, Asia-Pacific, South America, Middle East & Africa, South East Asia. Emerging applications of robots or drones in agriculture include weed control, cloud seeding,^[4] planting seeds, harvesting, environmental monitoring and soil analysis. According to Verified Market Research, the agricultural robots market is expected to reach £11.58 billion by 2025²⁰.

Key markets for Agri Robotics are currently focused on developed nations, including

North America, Japan, and Western Europe.

The developing regions such as Asian Pacific are predicted to grow highest

owing to the presence of higher and restricted farming land, and government in the countries such as India and China more focused on increasing food production due to growing populations²¹. Ghana has also expressed interest in agri-technology. These markets present opportunities for Lincolnshire companies in the sector, particularly in the short to medium term as competition for robotic technology is rising in order to meet structural issues with food security in nations with growing populations.



²⁰ <https://bots.co.uk/how-robotic-technology-is-changing-the-agricultural-sector/>

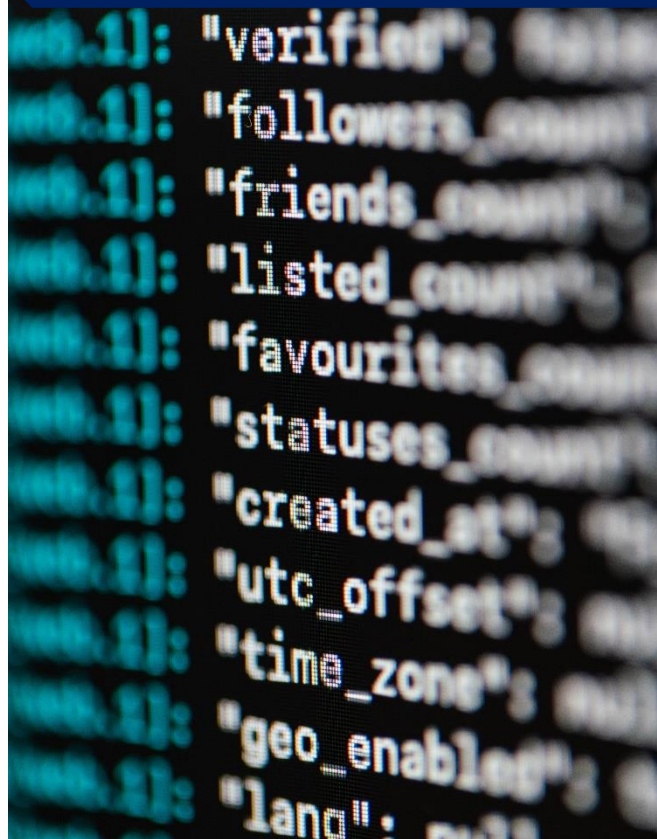
²¹ <https://www.fao.org/3/ag087e/ag087e05.htm>

Defence and Cyber

The Defence and Cyber security sector is a further growth opportunity within Greater Lincolnshire. The global defence cybersecurity market was valued at £15.85 billion in 2020, and it is expected to reach £20.17 billion by 2026²². The defence industry has witnessed a dynamic change over the past decade. The growing advancements in information technology, upgradation of existing weapons with intelligence, surveillance, and increasing volume of classified data gathered from various systems have demanded the use of reliable and enhanced cyber security solutions for the defence industry. Emerging technologies such as blockchain are entirely web-based, and commercially available applications now range from personal identification to asset verification and contracting.

Greater Lincolnshire has an established, expert and innovative cyber security sector made up of companies across a range of capabilities. The UK sector is growing, with exports rising to £3.96 billion in 2019²³. DIT provides a comprehensive support package for companies with the sector which support the development of export opportunities and navigation around the varying regulations and security issues around the globe.

Growing markets are typically located in the Asian Pacific with strong demand in **China, Japan, India, South Korea, Australia, and Singapore**. Regional Growth rates remain high in North America and European markets. As developed economies the increasing incidents of cyber-attacks are driving government demand in these regions, which is resulting in significantly investment in dealing with these cyber-attacks.



²²

Defense Cyber Security Market - Growth, Trends, COVID-19 Impact, and Forecasts (2021 - 2026)

²³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/962413/UK_Cyber_Security_Sectoral_Analysis__2021_.pdf

Healthcare

COVID-19 is shifting the global healthcare trade landscape by accelerating two new technology and health provision, including;

Telemedicine

Encompassing remote patient assessment and monitoring as well as health education, the global telemedicine market was projected to grow from US \$50 billion in 2019 to US \$460 billion by 2030²⁴. COVID-19 is accelerating the trend.

Telemedicine has long been encouraged in developing countries. It can help overcome short-staffing limitations and provide support for local clinicians through overseas physicians who can confirm a diagnosis and collaborate on treatment plans as part of global trade in services.

Countries such as **Ghana**, **South Africa** and **Kenya** have expressed interest in maximising the potential of e-health services as well as telemedicine innovations.

Robotics

Robotics are being deployed to decrease COVID-19 risks to frontline healthcare workers. A field hospital in Wuhan, China serving 20,000 patients was staffed by robots that monitored patients' vital signs through smart bracelets and rings that synced with an AI platform. Other robots served food, drinks and medicine to patients, while other autonomous droids sprayed disinfectant and cleaned the floors. Other countries like South Korea and Lebanon are using robots to measure temperatures, distribute hand sanitizer and perform disinfecting services.

Developed markets are currently the largest importers of healthcare, including **North America**, **Canada** and **Australia**. There are forecasts of growth in healthcare imports in **China**, **Singapore** and **India**. These markets offer potential to Greater Lincolnshire's sector.



²⁴ <https://www.statista.com/statistics/671374/global-telemedicine-market-size/>

The global economy is undergoing a transition toward cleaner, less carbon-intensive products and production processes. With the costs of key technologies falling, countries are beginning to position themselves for the emerging green economy. The countries that develop a comparative advantage in greener goods and services will benefit from improved terms of trade.



Forecasts from the London School of Economics estimates that UK low-carbon services have the potential to grow at annual rates of 12 to 15 per cent in the period up to 2030.

Key growing markets which provide opportunities for Greater Lincolnshire include; **the Asia Pacific, Brazil and Middle East.**

Key and Emerging Market snapshot

Based on economic analysis available from DIT, and global data from OECD and market intelligence from networks, the snapshot below identifies the key markets where GLLEP businesses can target. The table details where businesses have as stable, long term trading relationships and also emerging markets, GLLEP businesses have a presence in these markets too, however these markets offer short term opportunities to increase the volume of exports from both existing and new exporters.

Market	Priority Sectors				
	Agri-Food	Healthcare	Agri-Robotics	Defence & Cyber Security	Low Carbon
Key markets					
EU					
USA					
Emerging					
Japan					
India					
South Korea					
Canada					
Mexico					
Australia					
Singapore					

Saudi Arabia					
UAE					
Egypt					
Kuwait					
Oman					
Qatar					
Bahrain					
Developing					
South Africa					
Kenya					
Ghana					
Rwanda					
Ethiopia					

6. GLLEP's International Trade Strategic Priorities

This section identifies key strategic priorities that have emerged as the necessary practical steps that can be taken to assist GLLEP's businesses to begin their export and import journey.

Three strategic priorities have been identified through analysis and consultation of current performance and scale of opportunity for the region. They are:

- Enhancing GLLEP's export and import environment
- Supporting new companies to export and import
- Supporting existing exporters and importers to increase their levels of international trade

By addressing these issues, over time the number of companies trading overseas and volume of exports and imports within the GLLEP area will increase. This strategy seeks to encourage incremental growth in international trade, recognising that scaling activity would be difficult to achieve without more resources, both within the region and based in key markets. Increasing the level of exports will be a long-term process and will require long-term public-sector support to assist the business community.

Why has each priority been identified?

The three priorities have been identified through data analysis and consultation with the GLLEP's businesses and stakeholders. These views and evidence have been integral to shaping the three priorities and the subsequent actions flowing from them. The priorities have been developed to add value to services which are valued by the business community. By acting upon the strategic priorities, GLLEP, DIT and their partners will be able to encourage incremental international trade growth.

The priorities recognise that public sector support for international trade is finite and has to make difficult decisions about where to place support. There is however significant benefit from increasing international trade across the LEP region, and in doing so, contribute to the economic growth which GLLEP is seeking to deliver. The strategic priorities are;

(i) Enhancing GLLEP's export and import environment

This has been identified as a priority as experienced exporters and importers have identified that support is difficult to locate efficiently, particularly for new or potential exporters. If GLLEP is to encourage an increase in the number of exports and imports, it will be imperative that support is easily located and accessed. Once the support is located, companies report they have a positive experience which meets with expectations, and resolve issues speedily and with desired outcomes being achieved.

(ii) Supporting new companies to export

There is evidence that there are companies located across GLLEP who have products that could be exported, but as yet have not explored overseas trade. The Midlands Engine Research Report²⁵ identifies that there is potentially 2% of businesses whose products could be exported, which potentially equates to over 1,200 businesses in the Greater Lincolnshire area. The report also identifies that up to 22% of business would interested in receiving support. While the report is based on small sample of businesses, it does evidence that at the moment there is latent interest in international trade that as yet has not accessed support.

(iii) Supporting existing businesses to increase their levels of international trade

The third priority focuses on those exporters who already have experience, but could increase their international trade operation further. Consultation has revealed that only a limited number of companies continue to expand into new markets once they have begun exporting, with many preferring to limit their export activity. There is scope through the support available to encourage these companies to expand their operations. A number of businesses also appear to be 'accidental' exporters, reaching overseas markets without setting out to achieve export sales. These companies may not recognise themselves as exporters, but through experience may be well placed to expand their sales into new markets. There is also a community of businesses who have previously exported but stopped for a range of reason, but could potentially be encouraged to start again. Encouraging and helping Lincolnshire businesses to export and engage in international trade is another way of adding value to the businesses as they learn to expand into new markets.

While there is limited data confirming how many businesses fall into this category, however GLLEPs networks have identified that they work closely with businesses that have an international presence and could increase their trade activities beyond their current level. Businesses cited that management capacity and lack of knowledge of potential markets as the main reasons why they have not expanded their activity.

Each of the strategic priorities are developed into discreet actions and are listed in an accompanying Action Plan.

²⁵ Exporting and International Trade across the Midlands Engine – March 2020



8. Monitoring and Measurement

Measuring international trade is recognised as an inexact science. Data that is available is fragmented and does not provide a comprehensive picture a sub-regional or local level.

(i) Current gaps in measurement

Data is held by the Department for International Trade and HM Revenue and Customs. Drawing the two elements together is considered to be the optimal solution to understand the full extent of international trade activities at local level. However HM Revenue and Customs currently share limited amounts of data. As a result data not available below regional level. Having access to HM Revenue and Customs data, potentially under an NDA or licence would enable DIT to more effectively monitor performance and progress. Further exploration of how this could be achieved should be considered a priority.

(ii) Measuring international trade activity

With data source for exporting limited at local level, there are measures that are available that can be taken over period of time to measure engagement and identify international trade trends in the GLLEP region. While these will not provide a comprehensive picture, they will provide long term evidence of trends. These measures include;

- The volume and value of export documents issued by Lincolnshire Chamber
- The number of businesses utilising Lincolnshire Chamber documentation services

While these activities do not give an overall measure of international trade activity in GLLEP, they do provide valuable proxy information which over time, will provide trend data which

demonstrates how services are being received and via the Chamber how many companies are trading internationally on an annual basis.

There is potential to establish a GLLEP Top 50 companies. This network could serve as an annual barometer of export activity. Identifying 50 companies from a range of sectors and a range of sizes would provide valuable local evidence to demonstrate trends and issues surrounding international trade.

(iii) Reviewing progress

With major macro factors impacting upon the global economy, a headline refresh of the strategy in 12 months will be essential to re-validate the baselines once Brexit and Covid impacts have settled and identify how markets are beginning to be re-established and any new markets that Greater Lincolnshire can export to.

Greater Lincolnshire International Trade Action Plan 2022-24

	Recommendation	Why is it important?	Stakeholder involvement (key contact)	Outcome anticipated	Action	Date
1	<p>Growth Hub will work with partners to devise a single export campaign which brings together key players perhaps in a task and finish group to agree a range of actions that promote the benefits of trade to business and how services, activities and events can be cross promoted.</p> <p>Growth Hub to present coherent integrated content on its website that focuses on the support available and not who provides it.</p>	<p>There is a need to provide more online encouragement for new exporters to begin their journey.</p> <p>GLLEP is well-placed to lead a campaign to align the range of support through a single lens. This will lead to integrated content on its and other partners website</p>	<ul style="list-style-type: none"> • Growth Hub (Simon Murphy) • Key regional networks • Lincolnshire Chamber (Eve Farley) • Hull and Humber Chamber 	<p>Greater number of businesses able to access information to begin their export experience</p>	<p>BL and partners to drive forward promotional activities arising from strategy and action plan, led by Business Lincolnshire, overseen by Internationalisation Steering Group.</p> <p>Bring together existing support and promote effectively via Business Lincolnshire website and wider.</p> <p>Create and deliver effective communications campaign to promote all internationalisation</p>	<p>By 31/12/2022 (comms campaign ongoing)</p>

					support in Greater Lincolnshire	
2	Exporting should be viewed as a route to improve resilience and productivity. Growth Hub should consider developing exporting as a thread through all Growth Hub business support programmes with advisers' upskilled to spot businesses with export capacity.	By developing knowledge and export capability, there will be opportunities to identify a greater number of companies with export potential and provide early stage support.	<ul style="list-style-type: none"> Growth Hub (Simon Murphy) 	Increased number of businesses aware of, and progressing export opportunities	BL to develop and deliver bespoke training to business advisers, both publicly funded and external, to enable them to spot, support and signpost new and potential exporters	By 31/3/23
3	Consider providing practical information and examples of the benefit of Trade Agreements as they are secured	Businesses are seeking to understand the benefits of Trade Agreements and how they can use them to export.	<ul style="list-style-type: none"> DIT (Mick Carling) Chamber (Eve Farley) Growth Hub (Simon Murphy) 	Businesses focusing on growing markets where the UK has established new agreements	BL to ensure relevant, easily accessible and up to date information is available online at and promoted effectively by all stakeholders.	By 31/12/22
4	Explore how the new Levelling Up fund (or similar) could add capacity to existing export services	Export capacity is currently stretched. Additional resource would help target and reach more businesses, this would allow great tailored support	<ul style="list-style-type: none"> DIT (Mick Carling) Growth Hub (Simon Murphy) 	More companies supported to become exporters/importers or expand their internationalisation activities.	Consider funding opportunities if required/as they become available depending on export support landscape and gaps	From September 2022

		being provided to individual businesses				
5	<p>With Covid-19 moving the majority of business activity online, identify how businesses can access virtual content such as Meet the Buyer and Trade Missions</p> <p>Where appropriate encourage a business to become an international seller online.</p>	<p>Businesses recognise the value of trade missions. The pandemic has led to the rapid increase of online engagement. It is felt that future introductory sessions could be online, this would reduce time input at this early stage and retain the value to business previously gained.</p> <p>With increased use of technology, explore how support and advice can encourage businesses that sell online to sell</p>	<ul style="list-style-type: none"> • DIT (Heather Martin) (delivery) • Lincolnshire Chamber (Eve Farley) • Local Authority (promotion only) 	<p>More efficient use of time and digital resources, with improved outcomes potentially available to businesses.</p> <p>Increased number of businesses using online sales to increase their international presence</p>	<p>BL to continue to work with relevant partner organisations to identify and promote suitable trade missions and meet the buyer events.</p> <p>Growth Hub to amplify promotional activity.</p>	Ongoing

		internationally online				
6	<p>Consider how the East Midlands Airport and the Humber Freeport designations could be used to promote the value international trade and the supply chain opportunities it can bring. Focusing on potential exporters and those businesses that could be attracted to the Freeport zone.</p> <p>Review the package of trade support to add to the inward investment proposition</p>	<p>Freeport designation provides a time-limited focus on trade, partners can focus key messaging on the value of exporting, opportunities to boost supply chains and the ease of international trade</p>	<ul style="list-style-type: none"> • DIT (Mick Carling) • Business Lincolnshire (Simon Murphy) • DIT (Heather Martin) 	<p>Increased awareness of international trade opportunities and successful delivery of the Freeports</p>	<p>BL to work with DIT/partners to obtain detailed information when available and promote effectively to exporters and importers to enable them to make informed decisions and grasp opportunities and benefits.</p>	2022/23
7	<p>Explore how Great.gov.uk's 'Export Opportunities' can be better shared with the GLLEP business community</p> <p>Create a pictorial matrix of support - a diagram</p>	<p>Businesses recognise that 'Export opportunities' offers valuable intelligence. Ensuring that the information is widely shared will help businesses</p>	<ul style="list-style-type: none"> • DIT (Content – Simon Grandidge) • Growth Hub and Partners (content + promotion) • HMRC • Chamber (Eve Farley) 	<p>More businesses pursuing and winning export opportunities.</p> <p>Better information on available support developed and promoted to businesses.</p>	<p>Business Lincolnshire to work with DIT to best utilise current and future export campaigns and promote effectively to the region's businesses.</p>	Current/Ongoing

	<p>setting out which services are provided</p> <p>Provide clarity about how we can help businesses handle the changes brought by the new trade deal with the EU, promote Greater Lincolnshire on a global stage and take advantage of new global trading opportunities.</p>	<p>understand new opportunities.</p> <p>Developing a matrix would set out the full range of services, this could be communicated to business and would also help identify if any gaps in service delivery exist.</p>		<p>Improved numbers of business understanding the range of services available to support international trade.</p>	<p>Infographic distributed showing all existing support, and promoted widely.</p>	
8	<p>Consider how to increase business knowledge of cultural differences in trade markets</p>	<p>Previous training has been cited as very valuable. There is potential to revisit this using video technology and fact sheets.</p>	<ul style="list-style-type: none"> • DIT Advisers (Heather Martin) • Lincolnshire Chamber (delivery – Eve Farley)) • Business Lincolnshire (promotion – Holly Wells) 	<p>Improved cultural understanding will enhance trade operations and lead to greater levels of exporting</p>	<p>Business Lincolnshire and Chamber to develop and deliver ‘peer network’ or similar specific to exporting, and round table events for exporters.</p>	<p>2022/23 and beyond.</p>
9	<p>Continue to build collaboration and international activities in partnership with the regions Universities and</p>	<p>Leveraging the strengths of the Higher Education sector provides potentially</p>	<ul style="list-style-type: none"> • University of Lincoln/BGU – Ruchi Aggarwal/Wayne Dyble 	<p>Improved capacity and support that will enable business to explore exporting or new markets</p>	<p>BL to work with educational partners to agree most fruitful way forward and</p>	<p>2022-23</p>

	<p>DIT's Education Specialist.</p> <p>a. Consider how alumni can operate as market champions</p> <p>b. Explore how existing students can support businesses to develop their exporting potential – this could include cultural, language support and market analysis</p>	<p>significant number of advocates for Growth Hub in international markets. This presents opportunities to connect businesses to alumni.</p> <p>Connecting current students with local businesses to deliver small exporting facing projects would be mutually beneficial to both businesses and students in terms of gaining commercial experience.</p>	<ul style="list-style-type: none"> • Growth Hub (Simon Murphy) • DIT (Mick Carling) 		<p>identify/pursue partnership working opportunities.</p>	
10	<p>Work with Growth Hub's largest exporting companies to explore how their reach can assist smaller companies to export – this could be best</p>	<p>Growth Hub's largest exporters have significant expertise that could assist smaller companies.</p>	<ul style="list-style-type: none"> • DIT (Heather Martin) • Lincolnshire Chamber (Eve Farley) 	<p>Increased knowledge and sharing of best practice will help increase confidence to export</p>	<p>DIT and partners to identify larger exporting companies.</p>	<p>2022/23 and beyond.</p>

	practice sharing, mentoring or opening supply chain links in overseas markets	Setting up mentoring, or best practice networks would help with knowledge transfer between businesses	<ul style="list-style-type: none"> • Growth Hub (Simon Murphy) 		Work with partners to bring together larger companies for a round table to agree needs, challenges and priorities for them, and to link them with appropriate support.	
10	Make market information available at regional level as well as national level	Regional data will be more meaningful for certain businesses, this would require adaptations to existing material, but provide valuable 'localised' information for businesses	<ul style="list-style-type: none"> • DIT (Mick Carling) 	Having access to a range of geographies for large markets will give businesses more confidence and insight into the market.	Work with DIT to obtain and utilise market information effectively.	Current/Ongoing
11	Continue to work with DIT and Midlands Engine recommendations and national campaigns, such	Using campaigns may help businesses to know what to	<ul style="list-style-type: none"> • DIT (Mick Carling) 	Businesses knowing about national campaigns and exploring key areas	Include in communications campaign – making sure that it	2022 - 23

	<p>as the national Food & Drink campaign to look for synergies with them to help stimulate export growth locally. For example, this will directly support the UK Food Valley, UK FPN (Lincolnshire) and Lincolnshire Food & Drink sector.</p> <p>Promote the Export Academy, Export Support Service and similar campaigns to existing/potential exporters and once safe to return, deliver on a group basis</p>	<p>explore and gives them key pointers on exporting.</p>	<ul style="list-style-type: none"> Lincolnshire Chamber (Eve Farley) 	<p>of exports effectively.</p> <p>Increased number of businesses securing new knowledge and building their confidence to begin exporting</p>	<p>is linked into national campaigns (point 1)</p> <p>Growth Hub are part of the Midlands Engine Group which meets quarterly, and works closely with the East Midland Growth Hub cluster</p>	
12	<p>Identify the regional businesses and intermediaries who offer international trade support services e.g.</p> <ul style="list-style-type: none"> <i>Bespoke international market research</i> <i>Freight forwarders</i> 	<p>Businesses are often deterred from exporting because they are concerned about the resource implications. A reference tool would help close knowledge gaps.</p>	<ul style="list-style-type: none"> DIT (Heather Martin) Growth Hub (Simon Murphy) Chamber (Eve Farley) Private Sector e.g. banks. 	<p>Businesses can access a range of support services to assist them with their export journey Information to be included on the Growth Hub website</p>	<p>Business Lincolnshire to identify and promote effectively and clearly.</p>	<p>By end September 2022</p>

	<ul style="list-style-type: none"> • <i>International partner and supplier research and vetting</i> • <i>Trade compliance audits</i> • <i>Customs facilitations and special procedure applications</i> • <i>Authorised Economic Operator (AEO) applications</i> • <i>Translation services- for packaging, instruction manuals, marketing materials</i> • <i>Technical language courses – interpretation of legal documents</i> • <i>Lincolnshire Chamber International Trade Hub</i> 	<p>To help businesses understand the range of support they can access to support their export ambitions.</p>				
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13	Collate the full range of Trade Finance support for exporters,	Help businesses to find and access	<ul style="list-style-type: none"> • DIT (Mick Carling) 	Businesses can access export	Ensure information	By end July 2022
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	Export Guarantees, UK Export Finance etc. Include product development innovations to ensure goods and services are suitable for new markets	finance support to help them get to market faster and de risk the process e.g. working capital support, bond support, credit insurance	<ul style="list-style-type: none"> • UK Export Finance • Banks • Lincolnshire Chamber (Eve Farley) 	finance and feel they are supported to enter new markets	available is complete and up to date, and promote it effectively.	
14	Compliance with UK and overseas customs is imperative and international traders are often unaware of their obligations in this regard, leaving them vulnerable at customs clearance or in the event of an HMRC audit.	Greater awareness amongst businesses of the support provided by HMRC. HMRC offers a range of mechanisms designed to facilitate and simplify international trade, these require an application and formal authorisation from HMRC i.e. Authorised Economic Operator, (AEO) status, outward processing, etc.	<ul style="list-style-type: none"> • HMRC • DIT (Heather Martin) • International Trade Advisors • Growth Hub (Simon Murphy) • Lincolnshire Chamber (Eve Farley) 	Ensuring new exporters are compliant and have set up robust trading processes. Increase the number of sustainable export businesses.	Identify those partners who offer this service and signpost/promote effectively through available channels and comms campaign.	Current/Ongoing
15	Use of 'Export Mentors', potentially using UKSPF funds.	New and novice exporters value the	<ul style="list-style-type: none"> • DIT (Mick Carling) 	Increased conversion of first	Utilise existing Export Mentors	Current/Ongoing

	This would build on the role of Export Champions. Mentors would provide support to new exporters providing practical knowledge and insights.	input from experienced exporters very highly. By assigning mentors to those businesses who are actively moving towards their first order a Mentor would be able to provide significant advice and support	<ul style="list-style-type: none"> • Export Champions (various) • Business Networks • Lincolnshire Chamber (Eve Farley) 	order opportunities and more business trading overseas	e.g. Export Manager Programme, DIT Export Champions, Peer Network, and Chamber International Trade offer Create and distribute a list of mentors	
17	Consider the increased use of case studies to demonstrate to new exporters how they can successfully trade internationally	Businesses have commented that they like to see how others successfully export. They are keen to learn what works and what doesn't. Case Studies are acknowledged as a highly valuable demonstration of how to trade and the key elements that need to be emulated by new exporters	<ul style="list-style-type: none"> • DIT (Mick Carling) • Lincolnshire Chamber (Eve Farley) • Hull and Humber Chamber • Export Champions (various) 	Increased number of new exporters. Case Studies are one of a number of important mechanisms which will encourage new exporters to enter international trade.	Commitment from DIT and Chamber to provide Case Studies to use as part of the comms campaign	31/12/2022

18	<p>Ensure the application and monitoring of appropriate export metrics to properly track exporting and importing data in Greater Lincolnshire.</p> <p>Examples include:</p> <ul style="list-style-type: none"> No of businesses accessing Lincolnshire Chamber's export documentation service and International Trade Hub. What are they accessing? No of businesses accessing Business Lincolnshire's export services e.g Export Department Number of businesses accessing the range of support offered by DIT, and details of which services. Hits to Business Lincolnshire's website Export pages. 	<p>Data collected will provide long term evidence of trends and prompt appropriate action where required.</p>	<ul style="list-style-type: none"> Business Lincolnshire (Simon Murphy) Lincolnshire Chamber (Eve Farley) DIT (Mick Carling) Export Dept (Andrea Collins) 	<p>Increased ability to adjust and target support and promotion where it is most needed.</p>	<p>Work closely with the relevant providers and stakeholders to collect and analyse appropriate data.</p> <p>Identify gaps in available data and measurement and how to address them.</p> <p>Review progress at regular intervals.</p>	<p>Current and ongoing</p>
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Open Report on behalf of Andrew Crookham, Executive Director - Resources	
Report to:	Environment and Economy Scrutiny Committee
Date:	24 May 2022
Subject:	Environment and Economy Scrutiny Committee Work Programme

Summary:

This item enables the Committee to consider and comment on the content of its work programme for the year to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

Actions Required:

Members of the Committee are invited to review the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

1. Background

Overview and Scrutiny should be positive, constructive, independent, fair and open. The scrutiny process should be challenging, as its aim is to identify areas for improvement. Scrutiny activity should be targeted, focused and timely and include issues of corporate and local importance, where scrutiny activity can influence and add value.

All members of overview and scrutiny committees are encouraged to bring forward important items of community interest to the committee whilst recognising that not all items will be taken up depending on available resource.

Members are encouraged to highlight items that could be included for consideration in the work programme.

2. Work Programme

24 May 2022	
Item	Contributor
1.	Local Transport Plan V – Zero Carbon Target Jason Copper, Transport and Growth Manager Dan Clayton, Sustainability Manager
2.	Greater Lincolnshire Internationalisation Strategy and Action Plan 2022-24 Vanessa Strange, Head of Infrastructure Investment

12 July 2022	
Item	Contributor
1.	Service Level Performance Reporting Against the Performance Framework 2021 - 2022 – Quarter 4: <ul style="list-style-type: none"> • Economy • Flooding • Waste Samantha Harrison, Head of Economic Development David Hickman, Head of Environment/ Chris Miller, Deputy Head of Environment Mike Reed, Head of Waste
2.	Adult Education and Community Engagement and Development Justin Brown, Assistant Director Growth Thea Croxall, Adult Learning & Skills Manager- Economic Development

13 September 2022	
Item	Contributor
1.	Household Waste Recycling Centre (HWRC) Operational Contract Procurement <i>(Pre-decision Scrutiny; Executive Councillor for Waste and Trading Standards Decision between 1-4 November)</i> Mike Reed, Head of Waste
2.	Service Level Performance Reporting Against the Performance Framework 2022 - 2023 – Quarter 1: <ul style="list-style-type: none"> • Economy • Flooding • Waste Samantha Harrison, Head of Economic Development David Hickman, Head of Environment/ Chris Miller, Deputy Head of Environment Mike Reed, Head of Waste
3.	Theddlethorpe Geological Disposal Facility Working Group - Update Justin Brown, Assistant Director Growth
4.	Lincolnshire Tourism Mary Powell, Place & Investment Manager

29 November 2022	
Item	Contributor
1. Service Level Performance Reporting Against the Performance Framework 2022 - 2023 – Quarter 2: <ul style="list-style-type: none"> • Economy • Flooding • Waste 	Samantha Harrison, Head of Economic Development David Hickman, Head of Environment/ Chris Miller, Deputy Head of Environment Mike Reed, Head of Waste

3. Items to be Programmed¹

- Alternative Fuels
- Climate Change Impact
- Coastal Car Park Strategy
- Developer Contributions
- Environment Act
- Greater Lincolnshire Nature Partnership Presentation
- Green Technology Grant
- Historic Places Team Strategy
- Infrastructure Planning –Progress Update
- Planning White Paper
- Property Green Agenda – potential guest presentation facilitated by Sustainability
- Recycling and Food Waste Collection
- Review of Land Sales Policy – Regeneration (County Farms)
- Skegness Business Park
- Tenant Survey
- The Levelling Up Agenda and Regeneration funding update
- The role of LEPs and the relationship with LCC following government guidance
- Update to Paper and Card Waste Collection Project
- Verge Biomass

4. Conclusion

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

5. Consultation

a) Risks and Impact Analysis

N/A

¹ In alphabetic order.

6. Appendices

These are listed below and attached at the back of the report	
Appendix A	Forward Plan of Decisions relating to the Environment and Economy Scrutiny Committee.

7. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Kiara Chatziioannou, Scrutiny Officer, who can be contacted on 07500 571868 or by e-mail at kiara.chatziioannou@lincolnshire.gov.uk.

Forward Plan of Decisions relating to the Environment and Economy Scrutiny Committee

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
Household Waste Recycling Centre Operational Contract Procurement [1026109]	Between 1 Nov 2022 and 4 Nov 2022	Executive Councillor: Waste and Trading Standards	Environment and Economy Scrutiny Committee	Head of Waste E-mail: mike.reed@lincolnshire.gov.uk	Yes	All Divisions.

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