Lincolnshire COUNTY COUNCIL
Working for a better future

Lincolnshire Freight Strategy

Strategy overview

The strategy aims to ensure that freight is able to continue to support the people and economy of Lincolnshire by ensuring it is as safe, efficient and sustainable as it can be and helps achieve the objectives of the wider LTP.

The strategic objectives for improving freight are to support the Lincolnshire region to:

- Support economic growth;
- Decarbonise and reduce the impact of climate change;
- Promote thriving environments;
- Support safety, security and a healthy lifestyle;
- Promote high aspirations; and,
- Improve quality of life.

This strategy has been informed by a review of existing data sources, relevant strategy and policy as well as an engagement exercise with key stakeholders.

The stakeholder engagement element of this work involved one-to-one and group discussions with representatives of organisations such as ports, freight operators and those in the Agrifood sector. Respondents were asked about issues and opportunities associated with freight, short-, medium- and long-term trends and any interventions they would like to see. These were considered and have helped develop the evidence base and recommendations associated with this work. This engagement exercise was undertaken in March 2021.

Our vision is to ensure that the freight sector is supported in Lincolnshire, to enable it to facilitate economic growth and ensure it is safe, efficient and sustainable.

The freight sector is vital to the economy of Lincolnshire, ensuring the supply chain is working effectively and acting as a significant employer in its own right. It supports major employers such as the Agrifood Sector and ensures raw materials are brought in and products can get to market. In 2019, there were over 54,000 Light Goods Vehicles and 6,800 Heavy Goods Vehicles registered in the county.[2]

Road freight

Our transport links are less developed compared with many other parts of the United Kingdom. The road network in the county is mainly single carriageway A-roads and local roads (B-roads) as opposed to motorways and dual carriageways. The administrative county of Lincolnshire is one of the few UK counties without a motorway, and until several years ago when the A46 was upgraded from Newark towards Lincoln, had little dual carriageway either.

Key freight roads include:

- The A1 dual carriageway passes through the southern corner of the county for a few miles.
- The A15 is the main North-South route through the county following the old Ermine Street Roman Road from London to York.
- The A16 coastal road from Grimsby provides an indirect route, affecting journey times.
- The A57 links Lincoln to Worksop, Sheffield, Manchester and Liverpool.
- The A52 links Skegness and Boston with Nottingham, Derby and Stoke.
- The A17 links Newark to Sutton Bridge and Kings Lynn.

However, only the A1 and the A46 (as far as Lincoln) are on the English Strategic Road Network (SRN) operated by Highways England.

Journey times can be unpredictable if HGVs are stuck behind agricultural farm tractors and trailers, which can be particularly pronounced around key harvesting periods.

Respondents reported a declining average speed for road freight movements, with the A17 cited as a particularly important freight route that suffers from journey time reliability issues. This causes difficulties getting goods to market as retailers look to optimise replenishment times.

There are several nationally known hauliers based in the county including Brumptons, Freshlinc, Fowler Walsh, Cartwrights and Denby Transport. The latter is known for trying to persuade the DfT to allow special larger vehicle types to operate on UK roads to reduce carbon and improve vehicle productivity.

We are currently delivering our Route Action Plan (RAP) initiative, which identifies potential options for schemes on the A15/16/17 routes to be taken forward for any future funding bids, and to provide the robust evidence base necessary to enable bids to be submitted when the opportunities arise. Given the importance of these routes to freight (and therefore the county economy) it is important to ensure that this is reflected any submissions.

Rail freight

Due to capacity issues on the ECML, many rail freight services use the Great Northern / Great Eastern (GNGE) Joint line between Doncaster and Peterborough. This requires the trains to travel through Lincoln and Gainsborough. There has been an upgrade to structures and track to provide W9 and W10 gauge cleared paths for chilled and high cube containers and accommodate the predicted increase in annual gross tonnage, although chilled containers generally need clearance to W12.

The upgrade scheme has allowed the GNGE Joint Line to become the primary route for daytime North-South freight traffic.

The current Werrington Grade Separation Scheme, due for completion by the end of 2021 will improve capacity on the ECML by removing conflicts for freight and passenger traffic joining and leaving the ECML. New intermodal rail freight terminals have opened recently near the East Midlands Airport and i-Port Doncaster and these bring well served container terminals within easier reach of some Lincolnshire businesses. A further terminal at Hinckley is expected to enter the Development Consent Order Process in 2021. A new rail flow of calcium carbonate from Omya in Aberdeen to Spalding commenced in 2020, which is destined for Palm Paper Limited in Kings Lynn.

Other than Grantham, railway stations across Lincolnshire require the use of local trains and passengers must change at stations such as Newark, Doncaster or Peterborough, all of which are East Coast Main Line stations beyond Lincolnshire. All other rail routes in the county rely on diesel traction as there are no overhead wires except on the ECML. These local trains limit the potential and capacity for rail freight.

Recent significant investment by Network Rail has led to the substantial increase of up to fifteen additional rail freight services a day passing through Spalding, leading to more 'downtime' at level crossings and the disruption of the road network.[3]

The Port of Boston has two rail terminals which handle approximately 200-230 tonnes per day, primarily steel coils which are destined for the automotive sector. The rail network requires use of a swing bridge and sidings at Sleaford to turn around. These movements are currently handled by DB Schenker.

Air freight

Our only airport is Humberside Airport, near Brigg but this is almost entirely passenger orientated. Doncaster Sheffield Airport near Doncaster is on the site of the old RAF Finningley base and has one of the longest runways in the country and within easy travelling distance of much of Lincolnshire. There is an industrial park and cargo area there. The East Midlands Airport is the main airport servicing air freight for the East Midlands and is within a relatively short travelling distance of the county.

Water freight

There are two ports in Lincolnshire, the Port of Boston and Sutton Bridge. Both are located in the South of the county and accessed from The Wash by The Haven and River Nene respectively. Whilst these are not major ports they nevertheless perform an important role in providing access to markets and reducing road miles.

Businesses in Boston and across South Lincolnshire exploring if there are post-Brexit trade opportunities to make the Port of Boston one of Britain's major food ports. As the UK continues to import a significant proportion of the fresh produce it consumes, the area could take a bigger share of the food trade market amid concerns about capacity and congestion at other UK ports.

The Port of Boston can currently handle vessels up to 5,000 tonnes but typically handles between 3,000-4,000 tonnes. It accommodates 8-9 vessels per week and over 400 per year and has recently invested £5 million in new cranage. There are also plans to widen the lock by 5 metres to allow larger ships to enter the port.

The ports of Immingham, Grimsby and Hull are all located to the North of the county, and whilst not within the LTP area, are of national significance and a key generator of road and rail freight through Lincolnshire, as well as supporting the Lincolnshire economy. This port has remained the biggest for several years mainly due to it having two oil refineries nearby and two big bulk terminals for coal and iron ore. The port also has RORO (Roll-On, Roll-Off) and LOLO (Load On, Load Off) unitised movements. Ports on the Humber have recently been granted freeport status, which may have the impact of increasing activity at the ports.

The biggest rivers in Lincolnshire which are navigable in part, are the Trent, running northwards from Staffordshire up the western edge of the county to the Humber estuary, and the Witham, which begins in Lincolnshire at South Witham and runs for 132 km (82 miles) through the middle of the county, eventually feeding into the The Wash at the North Sea. From Brayford Pool, Lincoln the Fossdyke Navigation links the Witham to the Trent and both rivers are navigable by barge. Also, coasters serve river ports on the northern parts of the Trent and to the Port of Boston.

Challenges and opportunities

Through the compilation of an evidence base and stakeholder input, the following challenges and opportunities for freight have been identified.

Challenges

Our highway network was reported to cause operators issues, affecting journey times and journey time reliability. There were conflicts with other road users such at tractors and a number of pinch points where delays to road freight occurs. North-South links were described as ‘poor’ by stakeholders and these routes are particularly important for accessing ports in the South as well as Humber ports.

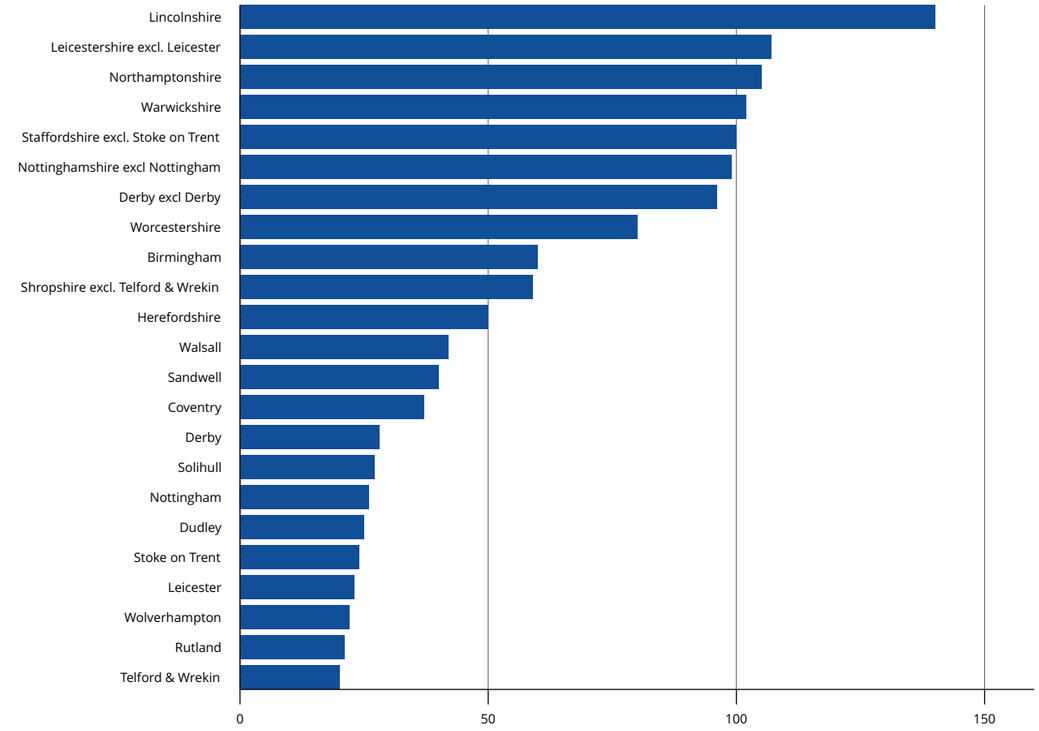
Cross Keys Bridge, which carries the A17 over the River Nene is an historic swing bridge, which allows ships to access port facilities at Wisbech in Cambridgeshire. Whilst ships have right of way, when the bridge is in a position to allow vessels through it can cause significant tailbacks and delays in the surrounding area. The age of the bridge also means that there is a potential issue with failure and also a risk of a bridge strike by vessels traveling to or from Wisbech.

With poor connections causing issues for freight operators, there is a trend for depots to be located closer to major ports. This risks jobs leaving the area for locations such as Kent. Due to the limited number of suitable alternative routes, closures have a big impact on freight vehicles as diversionary routes can represent a large increase in journey times.

A key issue for residents of Lincolnshire is the impact that freight vehicle movements have on the amenity of their area, with large and heavy goods vehicles causing noise and vibrations to settlements along key freight corridors. This issue can become particularly pronounced during harvest time. Operators reported that they were subject to complaints from villages on key freight routes.

We have the highest number of casualties associated with incidents with freight vehicles in the Midlands, despite a much lower level of freight activity than several other areas in the region.

Reported Midlands Freight Vehicle Road Casualties By Local Authority 2015-2019[4]



As discussed, the Port of Boston is a strategic asset for the county. However, it does not currently handle containers and feedback from fresh produce importers suggested that the size of vessels it can currently accommodate is insufficient for the sector's needs. The more regular service at ports such as Dover make them more attractive due to the reduced implications of missing a scheduled sailing.

The Port of Boston rail freight connection is constrained by the need for trains to enter sidings and then reverse back to the Port.

There was uncertainty over the role that alternative fuels will play in relation to freight sector vehicles. Operators were unclear as to which technology they should invest in and were concerned about the implications of refuelling vehicles.

This will be important when working towards the decarbonisation agenda, ensuring freight plays its role in a zero-carbon future. This will require a shift from conventional fuels to alternatives such as hydrogen and electrically powered vehicles.

The recent announcement by Ofgem under the RIIO-ED1 Green Recovery Scheme didn't specifically name any Lincolnshire schemes for network upgrades to support electric vehicles. Lincolnshire falls under three different DNO's. Through their Green Recovery submissions, the DNOs proposed to undertake strategic network investment to support 40 MSAs and 2 trunk road locations across England and Wales, with additional sites across key motorway and transit hubs in Scotland. With Lincolnshire not having any motorways or trunk roads (bar the small section of A1 and the A46 SW of Lincoln) no upgrades were proposed.

Opportunities

The road network could be enhanced to ensure freight movements can be facilitated and pinch-points and bottlenecks addressed. This would help create a key freight network that ensures goods can be efficiently transferred around the county.

Our region is responsible for growing 30% of the nation's vegetables and producing 18% of the poultry, with a total agricultural output of over £2 billion in 2019, representing 12% of England's total production.[5]

Non-EU trade is growing faster than EU trade, but often accessed via EU ports, mainly Rotterdam, with global connectivity and links to the Netherlands' global food trading hub and industry suggests Rotterdam is a potential key to future UK food imports and exports.

This would use Boston to Rotterdam feeder vessels (150-200 containers) to serve UK and Northern European markets. There are around 40,000-plus jobs in the food produce and the logistics sector in Boston and Spalding and this initiative could help safeguard many of these jobs. The South Lincolnshire Food Enterprise Zone (FEZ), in Holbeach, is a new, strategic development projected to deliver 60,000 sqm of workspace for Agrifood sector production, logistics and research activities and would benefit from better connections to key markets. In addition, the South Lincolnshire Logistics Hub at Clay Lake, Spalding, has planning consent for a 31.5 ha business park, close to South Lincolnshire FEZ, for uses including food logistics and distribution.

Rail freight is currently restricted to movements of steel from the Port of Boston and use of the GNGE by through movements. With the necessary infrastructure and support, this could be increased.

The Port of Boston is only 220 miles from Rotterdam (Europe's largest food port) by sea and the Spalding logistics cluster is then only 14 miles from Boston port. If instead a truck is driven via Dover-Calais the associated road miles increase to 380 (not counting the Channel transit). A route which bypasses the need for long road journeys is more sustainable, with the potential to service the link from the port to the Spalding food logistics and processing cluster by rail or EV trucks.

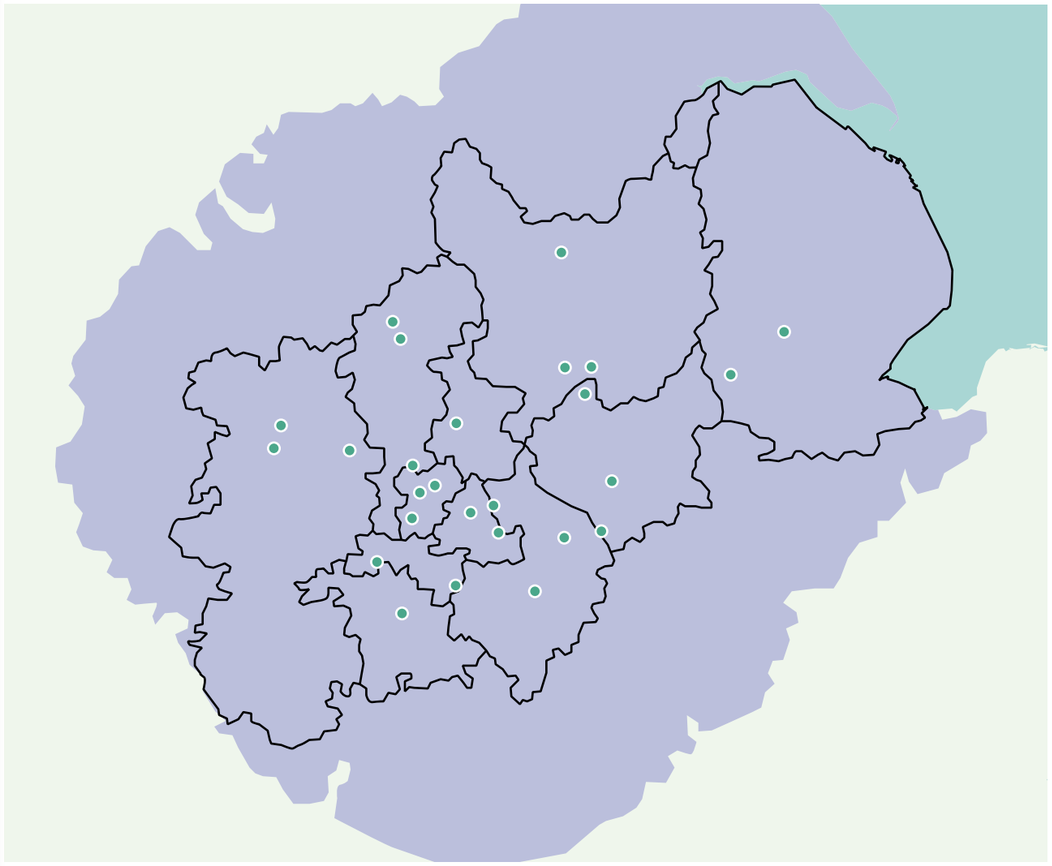
Freeport status for the Humber ports could have the potential of increasing logistics activity in the county and supporting its growth. Use of the county's two ports, Port of Boston and Sutton Bridge could also be increased and reduce road miles in Lincolnshire associated with freight.

The Levelling up Fund (LUF) provides opportunities for the Lincolnshire 'Food Valley' to decarbonise. The main determinant of low-carbon food chains (and it is expected that major multiples will insist that their suppliers will be carbon neutral by 2030) is transport. Improving journey reliability, modal shift especially to rail freight, and vehicle efficiency will all have an impact on reducing carbon. Schemes associated with the fund can also have an impact on journey time reliability, further improving the efficiency of freight.

Midlands Connect is developing a 'long-list' of potential Regional Transport hubs, which look to facilitate low-emission transport movements, including freight. Two sites have been identified in Lincolnshire for further consideration.

University of Lincoln applies Industry 4.0 expertise – including AI, Big Data analytics, Robotics & Automation and Internet of Things – to key business challenges including more sustainable, intelligent transport and logistics, supply chain digitalisation, and more energy efficient refrigeration. More than 90 industry-linked innovation projects have been supported since 2016. There is an opportunity to develop and build on this work,

Potential sites for Regional Freight Transport Hubs



Challenge	Opportunity
Road movements contribute to poor air quality and carbon emissions.	Modal shift can reduce emissions associated with freight movements.
Freight operators are not sure in which alternative fuels to invest.	Providing a good coverage of charging and refuelling points will provide confidence and encourage takeup.
Freight movements impinging on the amenity of settlements on key freight routes.	The Ports of Boston and Sutton Bridge can help reduce freight vehicle mileage.
Incident data shows that there is a high number of collisions involving freight vehicles.	Deliver a safer highway network through hard and soft measures.
Congestion affects journey time reliability which adds costs and affects the effectiveness of the supply chain.	Addressing pinch points on the network will reduce delays and journey times.
Capacity on the network limits scope for rail freight and a lack of terminals in the county means there is limited scope for transferring between modes.	Network capacity enhancements and new terminals to serve key sectors will support the growth of rail freight in Lincolnshire.
Brexit has so far had an impact on the international supply chain, affecting the vital food production sector in Lincolnshire.	Support the existing linkages between universities and the sector.
	The freight sector is an important sector of employment in its own right and Freeport status for the Humber ports could have the potential of increasing logistics activity in the county and supporting its growth.
Ports of Boston and Sutton Bridge do not currently handle containers, limiting their value to the food production sector and other sectors of the economy.	Investment in ports and water freight could increase the volume of water freight in the county.
	RAP initiative offers opportunity to improve key freight routes.
	LUF provides opportunities for the sector to decarbonise.

Strategy overview and approach

As previously highlighted, this Freight Strategy has been developed to support the overarching objectives of the Lincolnshire LTP 5.

The Strategy has been developed using an evidence-based approach, drawing on a range of data and informed by stakeholder input along with national and local policy.

The figure presents the approach that has been undertaken to developing the strategy vision, objectives, themes and policies.

The strategy vision presented in the Introduction will be realised through four objectives:

The Lincolnshire freight strategy will:

- Ensure that freight is better able to support national, regional and local carbon and air quality targets.
- Ensure that freight is able to continue to contribute to Lincolnshire's economic growth by supporting key sectors and as an employer in its own right.
- Encourage modal shift to non-road freight where possible, contributing to better road safety, lower congestion, positive environmental impacts and less wear and tear on infrastructure.
- Ensure that the negative impacts of freight movements are mitigated where possible.

The objectives will be achieved through the implementation of a range of policies.

These policies have been arranged into six themes:

- Resilience;
- Modal shift;
- Innovation;
- Collaboration ;
- Safety; and,
- Development.

The strategy policies sit within one of the themes and contribute to one or more of the four objectives.

The vision, objectives, themes and policies have been informed by the extensive evidence base, stakeholder engagement and policy review.

Policies

Resilience

Congestion and journey time reliability were reported as key issues by those in the freight sector, affecting domestic and international movements of freight.

In order to ensure that the road network is able to facilitate freight movements effectively, it is important to address locations which acerbate congestion and affect journey time reliability.

In addition, locations where freight activity is impinging on the amenity of those who live and work in a particular location should also be addressed.

This includes routes to key freight facilities such as those to major ports and the East Midlands Airport. Whilst East-West movements are important, a significant amount of freight is exported and imported through southern ports and Felixstowe.

Strengthening cross border links for transport infrastructure improvements such as those corridors to key demand / supply clusters and international gateways (ports, airports and rail terminals through Midlands Connect with its adjacent Sub National Transport Bodies) will boost the county's economy and key sectors such as food production.

Modal shift

Modal shift has the potential to reduce road freight movements, alleviating congestion and wear and tear on infrastructure, reducing emissions and improving road safety. Therefore, it is important that modal shift is encouraged where possible.

Introducing infrastructure such as a rail terminal would encourage modal shift and help meet climate and air quality objectives as well as reduce congestion and dependency on road transport as would other measures to improve capacity.

Rail freight terminals

Rail freight terminals are essential to facilitating modal shift. With very few rail freight journeys being end-to-end it is important that terminals are located close to market so that the final leg (or 'last mile') is as short as possible.

The Midlands is a key location for rail fright, with rail terminals such as Daventry Intermodal Rail Freight Terminal (DIRFT) BIRFT in Birmingham and Hams Hall Rail Freight Terminal playing an important role in the facilitation of the movement of goods by rail.

These terminals help reduce the number of road freight movements on the strategic road network, with environmental, road safety benefits and less damage to infrastructure.

Supporting efforts to enhance the number and size of ships that the Port of Boston can accommodate and widen the types of commodities it is able to handle, such as container will further strengthen the case for modal shift.

Exploring the potential for wharves on the Trent to facilitate water freight in the region, such as at Gainsborough could encourage water freight

This could be delivered through the planning system by safeguarding locations for transfer of goods to and from vessels.

Innovation

It is important that LCC supports regional and national efforts to provide a comprehensive network for charging and refuelling sites to enable the sector to transition to cleaner fuels. This could represent the proposed energy and transport hubs being explored by Midlands Connect.

Alternative fuels: Tyseley Energy Park (TEP)

TEP is the UK's first multi-fuel, open access, low- and zero-carbon fuel refuelling station. Offering Hydrogen, Compressed Natural Gas, Biodiesel and Electrical Vehicle charging options. The unmanned facility is available 24/7 for refuelling with integrated pay at the pump options that accept credit, debit and fuel card payments.

The station has benefited from £10 million investment so far from a combination of public and private funding, including £1.5 million from Greater Birmingham and Solihull Local Enterprise Partnership. The facility will support the City in its commitment to reduce the levels of air pollution across the Birmingham. In April 2021, TEP will be refuelling 20 hydrogen double decker busses purchased by Birmingham City Council.

The TEP refuelling station is part of the Birmingham Transport Plan, supporting the introduction and supply of cleaner fuels to improve air quality across the City.

Generally, supporting regional and national efforts to encourage innovation in the sector, such as autonomous vehicles, platooning and drones is also important and will encourage the sector to be more efficient and sustainable.

Collaboration

Collaboration can help reduce inefficiencies and promote the sharing of knowledge and best practice. Collaboration between freight operators can help reduce empty running by combining loads into one consignment.

Lincoln is likely to be the only population centre large enough to support a consolidation centre, where goods are brought to a location on the outskirts of an urban area and a dedicated vehicle(s) or cycle logistics transports consignments the 'last mile'. However, smaller rural mobility/microhubs may be feasible in certain locations.

This has the impact of reducing the number of freight vehicles in town and city centres. Consideration should be given to exploring the feasibility of this intervention.

To ensure there are sufficient skills to support the sector, links between training and education providers and employers should be strengthened to enable the sector respond to the demands of the industries it supports and grow the counties economy.

Consolidation Centres: Bristol

Consolidation Centres offer the opportunity to reduce freight vehicle movements in a particular area. This works by arranging for consignments destined for a retail centre of a town or city to be brought to a location on the outskirts of an area close to the strategic/major road network. This is usually an industrial unit or similar building. A dedicated vehicle(s) then shuttles between the consolidation centre and the area it serves, combining several consignments into one, reducing road miles and bringing environmental and road safety benefits (particularly if the vehicle is zero-emission).

Bristol Freight Consolidation Centre was initially set up as a pilot scheme in 2004 with European funding to help alleviate issues associated with freight in Broadmead, Bristol. It was then known as Broadmead Freight Consolidation Scheme and was the first project of its kind in the UK. Bristol was one of a handful of European cities to have a consolidation centre and was seen as an example of best practice throughout Europe. Following on from the successful pilot, the operation grew and the service extended to retailers in other parts of the central Bristol area.

Bristol City Council continued to subsidise the operation through various funding streams until 2017, when a variation to the contract was agreed by both parties. Once the contract with Bristol City Council came to its natural end in 2018, DHL continued to offer a freight consolidation service serving both Bristol and Bath from the Avonmouth/Severnside area on a commercial basis.

At its peak, a 70% to 80% reduction in the number of onward trips was seen by the freight consolidation scheme.[6]

Safety

DfT data suggests we are experiencing a higher number of incidents involving freight vehicles than other authority areas.

Therefore, potential causes of these incidents should be investigated, and remedial actions identified, which may include soft measures or highway infrastructure improvements.

Development

When new developments are being proposed it is important to ensure that the associated construction and operation of these buildings does not impinge on the immediate area and the wider county.

Therefore, developments need to be planned in such a way as to minimise the frequency of delivery and servicing activity and ensure that freight movements are appropriate and safe in the context of surrounding land use types.

Initiatives such as Construction and Logistics Plans and Delivery and Servicing Plans can help to manage freight movements at both construction and operational stages of development.

Delivery and Servicing Plans (DSPs)

A DSP is a tool for a development to reduce the impacts of delivery and servicing activity at a site. An effective DSP should incorporate a range of measures including those targeted at procurement, delivery booking systems, consolidation, re-timing, marketing and management measures.

By encouraging the development of DSPs, for new or existing buildings/developments the freight related impacts can be mitigated. Many local authorities and transport authorities have supported developers and organisations in creating effective DSPs.

Policy	
Resilience	• Ensure the highway network supports the freight sector by providing journey time reliability and resilience. • Strengthen cross border links for transport infrastructure improvements such as those corridors serving key demand and supply clusters and international gateways. • Ensure highway schemes look to address issues caused by freight movements. • Ensure benefits to freight are properly reflected in RAP submissions.
Mode Shift	• Encourage modal shift for freight from road to more sustainable modes such as rail and water freight by supporting new and improved infrastructure to address capacity issues. • Ensure applications to the LUF reflect the requirement for the freight sector to decarbonise whilst supporting key sectors.
Safety	• Investigate factors influencing incidents involving freight vehicles in the county and deliver a safer network for all road users.
Collaboration	• Encourage initiatives which support collaboration in the freight sector, enhancing efficiencies and reducing negative impacts.
Innovation	• Support regional and national efforts to encourage innovation in the sector, such as autonomous vehicles, platooning and drones. • Work with the sector to maintain develop strong links between it and training and education providers. • Support initiatives to encourage uptake of alternatives fuels, such as charging infrastructure.
Development	• Work with planners to promote developments that encourage sustainable freight and promote the development of Delivery and Servicing Plans and Construction Logistics Plans.

Delivery

The delivery of the LTP 5 and its sub-strategies, such as this Freight Strategy, are primarily our responsibility.

Some of the policies included are solely our responsibility and will be delivered collaboratively by different teams in the Council.

However, to make this strategy happen and fully realise the Vision we have for freight, we will need to work with partner organisations in the delivery of many policies. We will seek to draw on partners' experience, knowledge and authority in the delivery of policies and the achievement of our objectives.

The following table summarises the delivery partners that have been identified as key to support each of the policies in the Freight Strategy.

Freight implementation plan

Policy	Working with
Ensure the highway network supports the freight sector by providing journey time reliability and resilience.	• Highways England
Strengthen cross border links for transport infrastructure improvements such as those corridors serving key demand andsupply clusters and international gateways.	• Neighbouring authorities • Highways England
Encourage modal shift for freight from road to more sustainable modes such as rail and water freight by supporting new and improved infrastructure to address capacity issues.	• Highways England
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	• Network Rail • Great British Railways • Canal and River Trust • Port of Boston • CRO Ports
Investigate factors influencing incidents involving freight vehicles in the county and deliver a safer network for all road users.	• Highways England
Encourage initiatives which support collaboration in the freight sector, enhancing efficiencies and reducing negative impacts.	• Wider freight sector
Support regional and national efforts to encourage innovation in the sector, such as autonomous vehicles, platooning and drones.	• Midlands Connect • DfT
Work with the sector to develop strong links between it and training and education providers.	• Local education authority • Road Haulage Association • Logistics UK
Support initiatives to encourage uptake of alternatives fuels, such as charging infrastructure.	• Midlands Connect • DfT
Work with planners to promote developments that encourage sustainable freight and promote the development of Delivery and Servicing Plans and Construction Logistics Plans.	• District authorities

Monitoring and measuring success

To ensure that this strategy is effective we will monitor performance and review the strategy on a regular basis. To monitor and measure success of this strategy we will:

- Review and report on our performance every year;
- Develop our thinking and approach based on performance, changing technology and other opportunities for innovation;
- Be open to challenge from partners and stakeholders;
- Actively monitor published data sources; and
- Identify appropriate technology and data sources to collect our own data across Lincolnshire.

The following monitoring framework presents how we will monitor the strategy against each of the objectives.

Some of the sources are published data that we will access, and others will be generated specifically to support the monitoring of this Strategy.

We will seek out additional data sources that may be identified through the course of this strategy and be open to technological and methodological innovations to support our monitoring approach.

Objective	Indicator	Source
Ensure that freight is better able to support national, regional and local carbon and air quality targets.	Air quality monitoring	• Defra
Ensure that freight is able to continue to contribute to Lincolnshire's economic growth by supporting key sectors and as an employer in its own right.	Economic growth	• Office for National Statistics
	Employment figures	• Office for National Statistics
Encourage modal shift to non-road freight where possible, contributing to better road safety, lower congestion, positive environmental impacts and less wear and tear on infrastructure.	Water freight tonnage	• Port of Boston
	Rail Freight tonnage movements	• Network Rail • Freight operating companies
	Continuing survey of road goods transport	• DfT
Ensure that the negative impacts of freight movements are mitigated where possible.	STATS19 – Incident data	• DfT
	Air quality monitoring	• Defra
	Congestion data	• Highways England • LCC

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Glossary

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 Government body who buy most train services and fund Network Rail.
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 s peed services to London along the Midland Mainline.
GBR	Great British Railway – the proposed future organisation to run England Railway, taking over from Network Rail, DfT and TOC's. See Rail White Paper.
LCC	Lincolnshire County Council.
LNER	London North Eastern Railway. Operate Long-distance high-speed services to London along the East Coast Mainline.
LTP 5	The Lincolnshire County Council's 5th Local Transport Plans (lasting 5 years to 2028/29).
MML	Midland Mainline, line accommodating fast services between Yorkshire and London, starting at Sheffield and Nottingham/Lincoln and travelling to London St. Pancras via Leicester.
Northern	Northern Trains – local and regional train company operating services across the north of England.
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.
RTB's	Regional Transport Bodies, including Transport for East Midlands/East Midlands Councils (TfEM/EMC), Midlands Connect, Transport for the North (TftN).
TOC	Train Operating Company.
TPD	Trains per day.
TPX	Transpennine Express – inter-regional train company operating services across the north of England and into Scotland.
XC	Cross Country – a train operator serving long-distance routes excluding London.
COVID-19	Coronavirus pandemic of 2019/20.
LTB	Local Transport Boards.
RAP	Route Action Plan.
HIAMP	Highways Infrastructure Asset Management Plan.
SEA	Strategic Environmental Assessment.
SA	Sustainability Appraisal .
GVA	Gross Value Added.
TfL	Transport for London.
LENNON	Latest Earnings Networked Nationally Overnight.
ATC	Automatic Traffic Count.
EV	Electric Vehicle.
DECC	Department of Energy and Climate Change.
SUEs	Sustainable Urban Extensions.
UKCRF	UK Community Renewal Fund.
UKSPF	UK Shared Prosperity Fund.
LUF	Levelling Up Fund.
LATS	Local Area Transport Strategies.
LCWIP	Local Cycling and Walking Infrastructure Plan.
ROWIP	Rights of Way Improvement Plan.
PRoW	Public Rights of Way.
CPO	Chargepoint Operator.
EVCP	Electric Vehicle Charhepoint.
BAME	Black, Asian and Minority Ethnic groups.
NTS	National Travel Survey.
CBSSG	COVID-19 Bus Services Support Grant.
JSNA	The Joint Strategic Needs Assessment.
DLUHC	The Department for Levelling Up, Housing and Communities.
SIDP 21	Strategic Infrastructure Delivery Plan 2021.

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