

Lincolnshire Passenger Rail Strategy



Foreword

This Passenger Rail Strategy, along with similar Strategies for freight, walking, cycling and bus, sets out Lincolnshire County Council's ambitious aspirations to transform travel, enable and encourage more sustainable travel, and deliver this in a more integrated way than has previously been possible.

This is supported by emerging greater controls and scope for influence in rail at a regional level and through Enhanced Partnerships for bus.

For many years, rail in the East Midlands has been the victim of under investment and failed to keep pace with both historic changes in Sunday trading and the increase in jobs requiring shift working. The recent East Midlands Railway franchise took a significant leap forward in promising to address some of the longer-term weaknesses in the regional rail offer. This creates a platform to build on, to deliver a rail offer that meets future needs.

This Passenger Rail Strategy sets out our ambition for rail looking forward, supporting a world where accessing jobs, education and enjoying the leisure and tourism opportunities in the county, can become a realistic possibility for those choosing to travel in a way that reduces their impact on climate change or for people unable to use a car.

This strategy follows a technical report and consultation with adjoining transport authorities, regional transport bodies, the DfT and rail industry delivery partners. We are thankful for their input and support.

The rail assets such as stations need to become an integral part of the local community, accessible to all, especially by those walking, cycling, or travelling to and from the station by bus.

There is still much that needs doing to provide Lincolnshire with the frequency and connectivity needed to maximise its true potential. We welcome the Rail White Paper which proposes a more integrated and regionally accountable management structure, we look forward to working with Great British Railways. We await news that these positive changes are underpinned by adequate and long-term funding commitments by the Government.

Introduction

LCC has prepared this Passenger Rail Strategy, this is one of a suite of modal strategies which underpin LTP 5.

LTP 5 has been designed to support the four Local Plans¹, which seek to locate a significant amount of new housing and employment on development sites within easy access of local rail stations, where homes and jobs are accessible and improved access offers increased opportunity. LTP 5 then seeks to put in place the measures needed to improve connectivity, safety and attractiveness of travel options making travel more inclusive and less impactful on the environment and community. Delivery will draw on funding from developers, LTP 5 and stakeholders (in this Strategy's case this particularly includes the rail industry and the Government).

The rail strategy supports the six LTP 5 themes, these themes can be summarised as follows:

- Supporting economic growth;
- Future ready green transport;
- Promoting thriving environments;
- Supporting safety, security, and a healthy lifestyle;
- Promoting high aspirations; and,
- Improve quality of life.

LCC recognises the role that rail can play in delivering these six LTP themes. Rail contributes to creating thriving communities and environments and, when coupled with walking and cycling, contributes positively to the health and wellbeing of residents and their quality of life.

Alongside plans for other modes of transport, rail has an important role to play in delivering the above in a way that is more attractive than the car and offers a genuine alternative for those without access to a car. The evidence behind this is set out in LTP 5.

This strategy has been developed from an extensive evidence base, a technical report, national and Local policy and informed by industry stakeholder input.

Along with other sub-strategies of LTP 5, such as the walking, cycling and bus strategies, this strategy sets out how LCC's will, through collaboration with current and emerging rail industry and wider partners, deliver policies and actions to facilitate and encourage greater use of rail by more people within and into Lincolnshire.

Describing Lincolnshire's rail network

The rail network across Lincolnshire is best described as sparse, suffering from considerable "Beeching" cuts in the 1960's. Today's network is illustrated in the following diagram, with the east of the county only realistically enjoying high-levels of rail connectivity.

Not shown on the plan are potential timetable changes in May 2022, currently under consultation by the rail industry. These include:

- **LNER** – propose to extend the Lincoln to London service to provide Grimsby and Cleethorpes with one direct train to London each way, departing for London at 06:24 and returning at 19:18, operating Monday to Saturday. This is part of a major overhaul of the East Coast Mainline timetable following completion of the recent works at Kings Cross and other locations over the last couple of years. At Lincoln there will be an additional early morning service from London, returning at 09:20 removing the long gap between direct mid-morning services, there will also be timetable changes in the evening. These plans are undergoing consultation at the time of drafting, with no guarantee around the outcome.
- **EMR** – plan to split the Liverpool to Norwich service at Nottingham, providing a Nottingham to Norwich service via Grantham. This means that Lincolnshire's connectivity to South Yorkshire, Manchester and Liverpool will be made worse, and trips will require interchange at Nottingham or Doncaster, unless mitigation measures like two trains an hour between Sheffield and Manchester which would offer some mitigation, albeit at the expense of interchange.

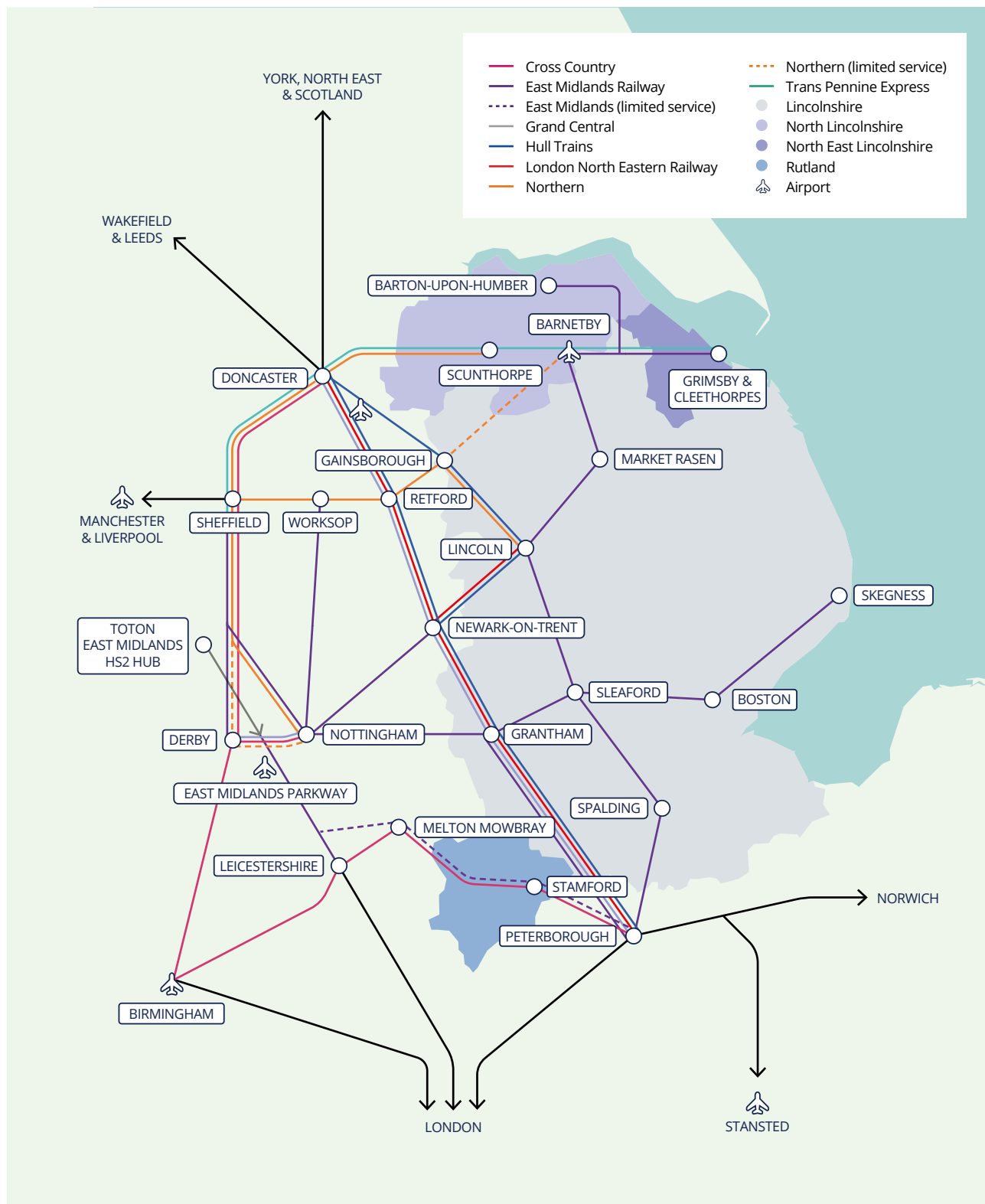
- **EMR TSR2** – this timetable change was due December 2021, but is now understood to have slipped to May 2022, it will deliver a step change in the Lincolnshire's local services, especially in the evening and at the weekend where improvements are linked to an increase in signal box opening times. The key daytime changes that are expected include:

- Lincoln to Grimsby Town hourly service.
- Doncaster to Lincoln to Peterborough hourly service, via Sleaford and Spalding.
- Skegness services all year round, with later evenings services.
- Second London train per day via the Midland Mainline.

Finally, after introducing service enhancements in May 2021, EMR found they could not reliably deliver the services promised, from 19th June 2021 EMR have withdrawn several services in the short-term until they are able to overcome the operational barriers to delivering the timetable enhancements reliably. This illustrates the need to offer customers a well-planned and reliable service, this strategy assumes that these temporary service reductions will be reversed, however an integral part of this strategy is to ensure that the services are reintroduced along with subsequent promised enhancements, and that these are delivered in with a high degree of reliability.

Our vision is to make Lincolnshire a place where catching a train is a natural choice for people when making journeys to work, education and for leisure for those larger communities living alongside or close to the rail network. To achieve this rail must be accessible, convenient, inclusive, and attractive to all, especially when compared to the alternatives, such as the car.

Lincolnshire rail network - May 2021



Challenges and opportunities

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

Challenge	Opportunity
<p>Access to the rail network is a physical barrier to some. Known lines with current or predicted capacity constraints include:</p> <ul style="list-style-type: none"> • Leicester to Lincoln • Leicester to Peterborough • Connectivity to Toton for HS2 services 	<p>Investment in providing fully accessible stations is possible with the correct funding streams.</p> <hr/> <p>Train capacity must be adequate to avoid standing. The newly introduced trains have delivered a step change in quality and capacity on some lines. The rollout needs to be completed.</p>
<p>Access to the rail network is a cost barrier to some.</p>	<p>Ticketing and information provision would benefit from being simplified, standardised and made more accessible, along the lines set out in the Rail White Paper. The introduction of a limited Carnet ticket in June 2021 is a useful additional product.</p>
<p>Lincolnshire is polycentric, the railway network (May 2021) does not readily connect the parts of Lincolnshire with higher population densities, and connection to much of the rest of the Midlands and London and the North involves change of train.</p>	<p>Timetable plans for May 2022 will add additional and better timed connectivity between Lincoln and London. It will also connect Grimsby and Cleethorpes to London, albeit once a day in each direction.</p> <hr/> <p>Timetable plans for regional services in May 2022 will improve Sunday services and provide a step change north and south route between Peterborough, Spalding, Sleaford, Lincoln, and Doncaster.</p>
<p>Lincolnshire, like the rest of the UK, is undergoing a rise in average age. As people age, they need alternatives to the car. For assorted reasons some people are seeking to find viable alternatives to the car.</p>	<p>Improvements to the rail network and services, operating a regular 7-day service that are planned for May 2022 will offer some communities a viable alternative to the car. Moving forward, further service improvement will encourage mode shift from the car to rail.</p>
<p>Rail journey speeds are not always car competitive and are constrained by signalling and line constraints.</p>	<p>Improved train speed will make rail a more attractive alternative for some car trips. This will require investment in line-speed improvements to better match the new trains.</p>
<p>Tourism generates a significant amount of traffic congestion where activity is concentrated, such as the coast and particularly during the busy summer season.</p>	<p>There are opportunities to increase travel by rail among visitors to the area. To support this, rail services need to have at least an hourly frequency throughout the day and evening during weekends. Trains need to have capacity to comfortably accommodate seasonal peaks.</p> <hr/> <p>Train capacity must be adequate to meet year round tourism needs, not just focused on summer peaks.</p>

Challenge	Opportunity
<p>Over 80% of households have access to a car or van, and over 66% of travel to work trips in Lincolnshire being made by these modes.</p>	<p>Those with no access to a car or van are mostly located in urban areas and are a key demographic to promote and facilitate journeys on rail.</p> <hr/> <p>The high proportion of households with car access provides potential for people to reach wider destinations by combining trips with rail, where stations are more remote.</p> <hr/> <p>The National Bus Strategy and Enhanced Partnerships coupled with the Willian/Shapps Rail White Paper, create an opportunity to plan better integration between bus and rail trips.</p>
<p>The proportion of people that use the train for everyday travel purposes has increased, but remains below the national average.</p>	<p>As the rail offer continues to improve there is the need to market the new opportunities offered by the rail enhancements both to this who live in Lincolnshire and to those visiting.</p>
<p>There has been an increase in the proportion of road user casualties since 2016.</p>	<p>Rail can be offered as a safer alternative to the car, the less people depend on the car for trip making the safer our roads will become.</p>
<p>Rail infrastructure needs to meet the future needs of communities, east/west travel to Nottingham and beyond is constrained by having to cross the East Coast Mainline at grade.</p>	<p>New land use developments offer potential to create sustainable communities from the outset, with walking and cycling combining with rail to facilitate sustainable end to end journeys.</p>
<p>Personal barriers to use of the train include ill-health, concerns over security and safety and poor-quality infrastructure.</p>	<p>Safer walking and cycle routes to stations, secure station car parks, CCTV, lighting and natural surveillance at stations routes and well-maintained infrastructure would encourage people to catch the train more often.</p>
<p>Planning for the future of rail is a long-term challenge. Rail investment decisions have historically been undertaken nationally.</p>	<p>Williams/Shapps Rail White Paper provides regional governance, this more localised accountability provides opportunity for greater influencing of investment, alongside the Levelling up agenda. This also includes promises of increased speed of delivery. Planning needs to start now for new infrastructure, which might include stations and even lines.</p>

The role of rail serving Lincolnshire

As previously highlighted, this Rail Strategy has been developed to support the overarching themes set out in the Lincolnshire (LTP 5).

Alongside plans for other modes of transport, rail has an important role to play in contributing to delivery of the six LTP 5 themes. This section looks in summary, at how rail contributes to these six themes, the evidence behind this is set out in LTP 5.

The six LTP 5 themes

Rail supports economic growth by making it easier for people, across the parts of Lincolnshire served by the railway network, to access jobs and training. It also allows people traveling for business to do so more efficiently and make better use of their travel time. Rail also supports tourism and access to retail and leisure opportunities, which in turn creates a lot of jobs locally.

Rail, when used well, contributes towards greening transport and reducing the impact of climate change and in turn reduces the impact of travel on the climate, especially when reducing dependency on the car. Nationally, the Government is investing in new rolling stock and electric, battery and hydrogen train fleets, as well as decarbonising stations and rail infrastructure. The bus strategy provides for better bus/rail connectivity for those living too far from a station to cycle or walk there.

Rail stations can contribute to promoting thriving environments by offering community facilities in underused station buildings and offering a gateway to other parts of Lincolnshire and beyond for those unable to drive or without access to a car. Community can become involved in maintaining, enhancing and promoting rail through community rail partnerships and station adoption.

Finally, rail travel is a very safe mode of travel, but there remains work to do in tackling perception of safety especially getting to and at some local stations. When combined with walking, cycling and travelling by bus, rail reduces car use which contributes to making road travel safer for others. Rail can be shown to have a role in supporting safety, security and a healthy lifestyle. More detail on this is set out in the walking and cycling strategies, but in summary UK Physical Activity Guidelines² recommend that adults should do at least 2 ½ hours of

moderate activity every week, a short walk or bike ride to catch a train contributes towards this goal, especially those travelling to and from work on a regular basis.

Rail provides communities access to new places to work, new training opportunities and therefore facilitates high aspirations in an inclusive way.

Across Lincolnshire housing and employment land allocations are, in the main, centred around rail station hubs, this means that rail offers people travel choices without requiring dependency on the car. This leads to a more inclusive society, thriving local environments and in turn improves quality of life.

The structure of the rail strategy

The rail strategy takes these six LTP 5 themes, and the vision presented in the introduction to this strategy and seeks to realise these through four objectives designed to increase rail use.

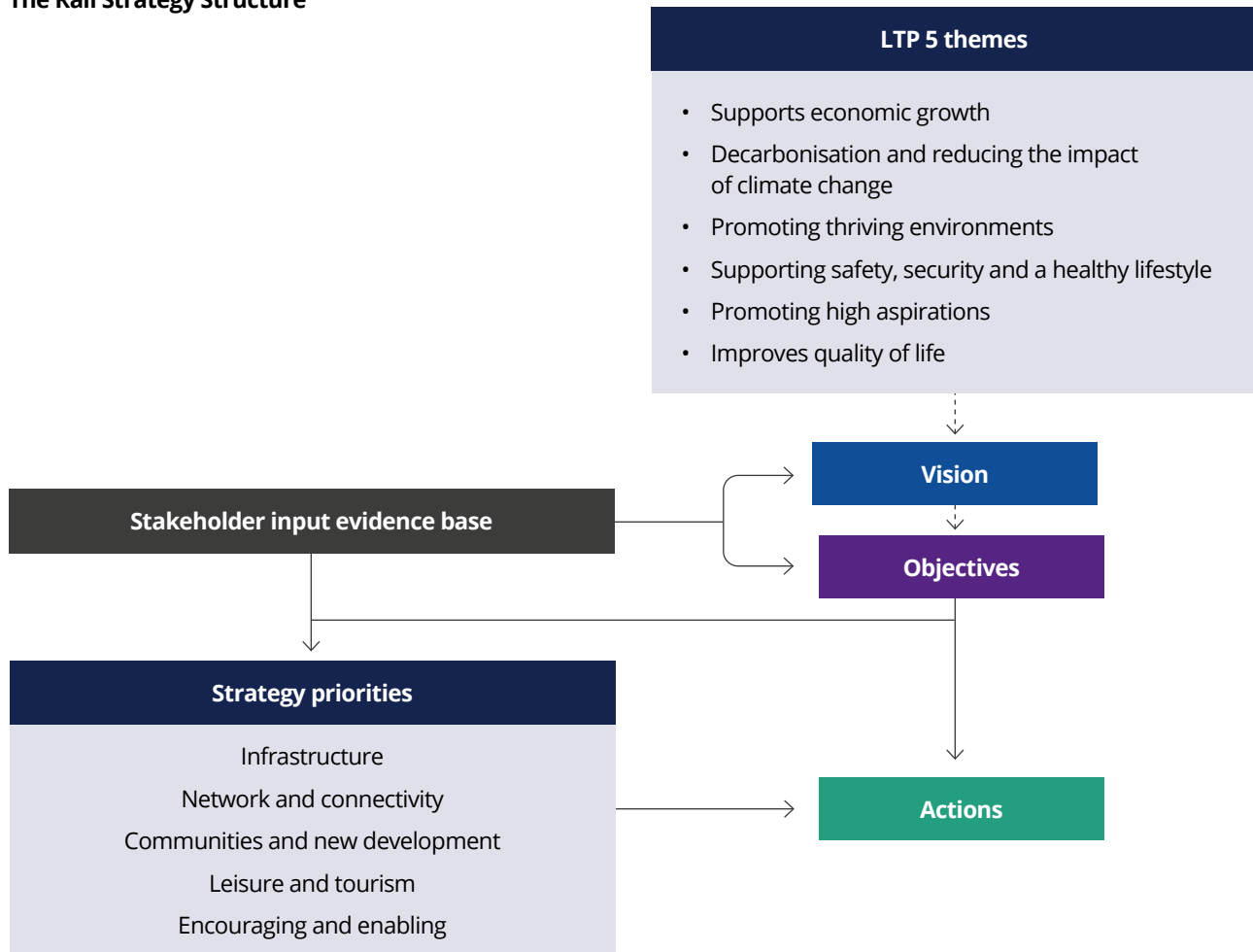
The four objectives of the Lincolnshire rail strategy are to:

- Improve the quality and usability of the rail environment to ensure it is safe, affordable, and inclusive for all;
- Make travelling by train a genuine travel option for Lincolnshire's residents living and working in the larger communities, in doing so, contribute to reducing the environmental impact of travel and improving physical wellbeing alongside other modal strategies;
- Enhance rail to support Lincolnshire's economy, people's access to jobs and training and support the growth of the leisure and tourism industry; and,
- Make rail more attractive than the car and improve access to the local stations by bus, bike and on foot, and for more remote communities by car, and the use of stations so that stations and the railway become part of the community.

The objectives will be achieved through the implementation of a range of actions grouped under five strategic priorities.

The relationship between the themes, vision, objectives, strategic priorities and actions is illustrated the following diagram.

The Rail Strategy Structure



LCC does not deliver or commission rail services and is not responsible for the infrastructure such as stations, track, and signals etc. Therefore, the approach to ensuring rail delivers for the county will need to be collaborative, working with other local authority partners, regional transport bodies such as transport for the East Midlands, transport for the North and Midlands Connect, and of course the rail industry itself.

Rail industry changes

The rail industry is going through a period of change, moving away from a Government funded and specified model, with delivery undertaken by operators, suppliers, and Network Rail. This existing model is considered both complex and creates wasteful adversarial relationships between the parties. It does not meet the needs of passengers, freight customers or taxpayers.

In May 2021, the Government published a White Paper³ setting out its plans for fundamental change to the way rail services are delivered in England. The White Paper authored by Williams and Shapps, proposes simplifying the rail industry and removing the current adversarial processes, in straight forward language the Government will continue to provide funding, with a new public body being proposed, Great British Railways (GBR), who run and plan the rail network, own the infrastructure, and receive the fare revenue. It will procure passenger services, from private sector service providers, and set most fares and timetables.

Great British Railways will be made up of regional railways that are locally rooted and accountable, with new culture and incentives focused on serving customers. Its actions will be supported by a 30-year strategy which will enable the sector to modernise efficiently.

In summary, the White Paper argues that this change will:

- **Make the railways easier to use** – by simplifying the confusing mass of tickets, introducing far more convenient ways to pay. End the uncertainty about whether you are travelling with the right train company. Trains will be better planned with each other and with other transport services, such as buses and bikes. Affordable 'turn up and go' fares and capped season tickets will continue to be protected.
- **Rebuild patronage after the pandemic** – introducing new flexible season tickets. These have been introduced in late June 2021.
- **Maintain safe, secure railways for all** – Great Britain has one of the safest networks in Europe and that must continue. Current safety and security roles will remain in place across the rail network.
- **Keep the best elements of the private sector to help drive growth** – patronage growth has been a private sector success Great British Railways will contract with private partners to operate trains to the timetable and fares it sets. Contracts will include strong incentives for operators to run high-quality services and increase passenger demand.
- **Make the railways more efficient** – the simpler structure and clear leadership is designed to make decision making easier and more transparent, reduce costs and make it cheaper to invest in modern ways to pay, upgrade the network and deliver new lines.
- **Grow, not shrink, the network** – the Government is investing tens of billions of pounds in new lines, trains, services, and electrification. At a time of deep challenge for public transport, increasing flexibility and productivity will secure the future of the railways and the jobs of those who work on it right across Great Britain.

The Government's ambition to deliver change that offers a regional approach with engagement, a plan to increase investment, deliver quicker and maintain safety is welcome and potentially supports delivery of this strategy.

This chapter will now look at how the objectives will be met under the actions proposed as they align to each of the strategic priorities the areas for improvement and to seek funding from different sources to deliver the interventions.

Theme 1 – Infrastructure

Enhancing rail's role by providing the appropriate track and signal infrastructure to enable attractive rail journeys.

This priority is focused on the signalling and track constraints which constrain train services, train speed and the times and days services operate.

Train services need to operate fully 7-days a week, with services timed to meet local need, this includes the timing of both early morning and later evening services.

Faster train services and reduced journey times will make train travel more attractive to passengers and more car competitive, this in turn will lead to modal shift benefits and all that enables.

Frequent train services are required to improve connectivity, this priority focuses on the infrastructure limitations of the current network serving Lincolnshire.

Better connection both north and south, to the Northwest and the West Midlands, to airports and connection to HS2 (Toton) are also constrained by Infrastructure barriers.

Midlands Connect are leading work on two specific areas, aligned to the above actions:

- Line speed improvement works to better connect Lincoln, Newark, and Nottingham and on to Birmingham. This line is constrained to two train paths per hour over Newark Flat Crossing.
- Newark Flat Crossing is constrained to two paths, one passenger the other freight. The immediate option proposed is the diversion of freight to secure a second passenger path between Lincoln to Nottingham (possibly by extending the Matlock to Newark Castle service).

For the Doncaster to Cleethorpes Line there is a joint study already underway led by Transport for the North and Network Rail, this is to improve journey times. Again, this work should be engaged with to support the principle.

The following lines have no speed enhancement work being undertaken, there is the potential on all these lines to increase line speed, optimise rolling stock performance, and therefore make services more car competitive and attractive to rail users, the lines are:

- Lincoln – Sheffield;
- Cleethorpes – Lincoln;
- Skegness – Nottingham; and,
- Doncaster – Lincoln – Peterborough.

Theme 2 – Network and connectivity

Providing the appropriate services to connect people to the places they want to reach when they want to get there.

This priority is focused on the train services, it includes quality, timetabling, capacity and performance.

Trains need to be comfortable, modern, accessible with room for luggage, bikes and so on. They need to be clean and attractive. They also need to have adequate seating capacity to meet passenger demand. Journeys need to be frequent (at least hourly), on time and run to a timetable which meets community and business needs, this includes the evenings and Sundays.

In common with the Infrastructure priority, once the signal box barriers have been addressed, it is necessary to ensure that the timetables introduce the train services themselves. The timetables need to operate fully 7-days a week, with services timed to meet local needs, this includes the timing of both early morning and later evening services, especially on a Sunday.

Faster train services and reduced journey times will make train travel more attractive to passengers and more car competitive, this in turn will lead to modal shift and the arising benefits.

Appendix A, illustrates the current and anticipated train frequency, this is based on a minimum (good) standard of service of one train per hour in each direction and a preferred (best) service level of two trains per hour in each direction. The priority is to make sure the commitments made are delivered, then improved upon as discussed above. The rationale for this service level is set out in the Greater Lincolnshire LEP Rail Study⁴.

Trains require adequate capacity to ensure that people do not have to stand, or if they do this is not for more than 20 minutes. For value for money reasons, capacity is normally addressed by increasing train length (where platforms are long enough) and after that by increasing frequency. There are four current or anticipated capacity concerns within the LTP 5 timeline, these are:

- **Leicester to Lincoln** – two EMR services are expected to be at or above capacity during the afternoon peak period.
- **Leicester to Peterborough** - two evening peak services are expected to be at or above seating capacity.
- **Capacity enhancements to the Cross-Country service** between Stansted and Birmingham. This enhancement is already being considered by Midlands Connect. This work should additionally seek to address the future growth scenario capacity highlighted in the Technical Report.

Finally, once the right timetable is in place with capacity to meet passenger needs, then performance issues focusing on whether the train turns up and is it on time come into play. Experience says this needs to be watched.

Against these positive actions, there is a reactive action that must be acted upon. Where the rail industry proposes changes to services for wider reasons, the impact of these plans on Lincolnshire need to be evaluated. For example, the plans to split the Liverpool to Norwich service which calls at Grantham, provides a direct link to Manchester and Liverpool, and to Manchester airport via interchange. The current discussion regarding splitting this service at Nottingham would mean this journey involves an interchange where none currently exists.

Theme 3 – Communities and new developments

Supporting and creating sustainable communities with rail travel as a genuine option.

This priority seeks to capitalise on the opportunity to maximise rail use making sure that the station and services are accessible to existing communities and support local communities, that people are aware of the travel options offered by rail, and that these priorities are planned into new developments at the outset.

There is also a focus on maximising funding opportunities to deliver infrastructure and secure a revenue stream to implement effective travel planning, supporting new residents and employees with the means to travel sustainably and both consider and use the train as part of their everyday travel decisions.

The technical report that accompanies this strategy details station improvements being progressed by partners. It goes on to highlight further works are needed to ensure once at the Station that they are fully accessible to passengers. This technical report highlights potential LTP 5 investment (and potential leverage for match funding) to secure improvements including upgrades to CCTV and Information displays as well as improved cycle and car parking, as well as prioritising EV charging at stations where longer car trips might be expected (commuter stations and at ECML stations).

Theme 4 – Leisure and tourism

Rail supports leisure and tourism by ensuring services meet visitor needs and thereby supports a key part of Lincolnshire's economy.

Lincolnshire has a significant leisure and tourism offer enjoyed by residents and visitors alike, with large visitor numbers to Lincoln and other historic market towns, as well as Skegness. This priority is to ensure that rail is an attractive travel option for these visitors.

The key concern is that the rail service to Skegness needs to run hourly throughout the day and week, including into the evenings. At peak season times there is a major challenge matching capacity against demand. This priority focuses on seeking improvements.

Theme 5 – Encouraging and enabling

Influencing behaviour and removing barriers to rail travel.

The final priority is focused around making sure people who live or work close to a station think about travelling by train, with the new route and timetable enhancements being introduced and the recent upgrade in rolling stock, those who do not regularly use the train many be unaware of the improvements and travel opportunities. These need to be promoted.

To be a genuine travel option, people also require simple and affordable ticketing, whilst on the rail side Great British Railways will standardise the core ticket products and fares across all train operators and the industry, these enhancements need to also be promoted and locally integrated with combined bus and rail ticketing.

To achieve theme 1

The Lincolnshire rail strategy objectives in relation to the infrastructure theme will:

	Improve the quality and usability of the rail environment to ensure it is safe, affordable, and inclusive for all.	Make train a genuine travel option for residents living and working in the larger communities, in doing so contribute to reducing the impact of ravel.	Enhance rail to support Lincolnshire's economy, people's access to jobs, training and support the growth of the leisure and tourism industry.	Make rail more attractive than the car and improve access to the local stations by bus, bike and on foot, and for more remote communities by car.
Work with the rail industry and partners to ensure signal boxes are staffed such that they allow 7-day, early to late train services to be operated.		●	●	●
Work with the rail industry and partners to investigate and where practical secure faster train services on lines where services do not have car competitive journey times, and where the speed potential of rolling stock is not capitalised upon.		●	●	●
Work with the rail industry and partners to develop deliverable infrastructure solutions to unlock the capacity bottlenecks at Newark Flat Crossing and Grantham Station.		●	●	●
With rail partners, monitor station capacity performance at Lincoln and Nottingham station's to ensure station capacity does not prevent other service improvements being realised.		●	●	●
Work with the rail industry and partners to develop and deliver infrastructure solutions to ensure excellent connectivity between Lincolnshire and HS2 at Toton.		●	●	●

To achieve theme 2

The Lincolnshire rail strategy objectives in relation to the network and connectivity theme will:

	Improve the quality and usability of the rail environment to ensure it is safe, affordable, and inclusive for all.	Make train a genuine travel option for residents living and working in the larger communities, in doing so contribute to reducing the impact of ravel.	Enhance rail to support Lincolnshire's economy, people's access to jobs, training and support the growth of the leisure and tourism industry.	Make rail more attractive than the car and improve access to the local stations by bus, bike and on foot, and for more remote communities by car.
Work with the rail industry and partners to introduce train services which operate 7-days, early to late.	●	●	●	●
Work with the rail industry and partners ensure the committed service improvements are provided in line with franchise commitments. Work with partners to move more lines from good to best.	●	●	●	●
Work with industry partners to ensure services are provided with adequate capacity on board trains.	●	●	●	●
Monitor train service performance and challenge areas wheretrains are not punctual or reliable.	●	●	●	●
Keep abreast of service changes that may adversely impact on Lincolnshire and make evidence-based representations where threats become apparent.	●	●	●	●

To achieve theme 3

The Lincolnshire rail strategy objectives in relation to the communities and new development theme will:

	Improve the quality and usability of the rail environment to ensure it is safe, affordable, and inclusive for all.	Make train a genuine travel option for residents living and working in the larger communities, in doing so contribute to reducing the impact of ravel.	Enhance rail to support Lincolnshire's economy, people's access to jobs, training and support the growth of the leisure and tourism industry.	Make rail more attractive than the car and improve access to the local stations by bus, bike and on foot, and for more remote communities by car.
Work with district planning authorities to ensure that access to rail stations is prioritised through effective planning and design of new developments, including bus, cycle and walking access.	●	●	●	●
Ensure the stations themselves and access routes to the stations are accessible and of a standard and condition which is people consider to be safe and attractive when accessing the station or waiting for a train.	●	●	●	●
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	●		●	
Work with district planning authorities to ensure travel plans that encourage and facilitate rail travel are developed and implemented.		●		
Bring underused station buildings into community use, to better integrate rail into the community.		●		
Support station adopters and community rail partnerships to unlock the full potential of the existing rail services and promote rail use within their local community.	●	●	●	●
Planning for the future – working with communities and rail partners to explore the case for new and reopened rail lines and stations.		●	●	●

To achieve theme 4

The Lincolnshire rail strategy objectives in relation to the leisure and tourism theme will:

	Improve the quality and usability of the rail environment to ensure it is safe, affordable, and inclusive for all.	Make train a genuine travel option for residents living and working in the larger communities, in doing so contribute to reducing the impact of ravel.	Enhance rail to support Lincolnshire's economy, people's access to jobs, training and support the growth of the leisure and tourism industry.	Make rail more attractive than the car and improve access to the local stations by bus, bike and on foot, and for more remote communities by car.
Influence partners to secure year-round hourly train service to Skegness.			●	
Ensure the train services to Skegness have adequate capacity to meet passenger demand.			●	
Work with partners to combine the benefits of bus and train integration, in particular the opportunities arising from the Rail White Paper and BEP, including better integration, and well-priced cross ticketing.	●	●	●	●

To achieve theme 5

The Lincolnshire rail strategy objectives in relation to the encouraging and enabling theme will:

	Improve the quality and usability of the rail environment to ensure it is safe, affordable, and inclusive for all.	Make train a genuine travel option for residents living and working in the larger communities, in doing so contribute to reducing the impact of ravel.	Enhance rail to support Lincolnshire's economy, people's access to jobs, training and support the growth of the leisure and tourism industry.	Make rail more attractive than the car and improve access to the local stations by bus, bike and on foot, and for more remote communities by car.
Work with district planning authorities to promote rail use as part of an accessible, enjoyable, and healthy lifestyle working across teams and with partners to develop active travel campaigns.	●	●	●	●
Promote, educate, and market people about the rail network, demonstrating the travel opportunities beyond the car.	●	●	●	●
Work with partners to combine the benefits of bus and train integration, in particular the opportunities arising from the Rail White Paper and BEP, including better integration, and well-priced cross ticketing.	●	●	●	
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	●		●	
Work with district planning authorities to ensure travel plans that encourage and facilitate rail travel are developed and implemented.		●		

Delivery

Unlike much of LTP 5 and the associated modal strategies, the core of the rail strategy needs to be delivered by others, presently the DfT, Network Rail and the Train Operating Companies (TOC's). The key responsibility of LCC is to drive the partners to deliver, if necessary, pump-priming investment where needed. The county council will also need to actively engage with the development and consultation on the GBR's 30-year rail strategy and five-year delivery plans, proposed in the White Paper, however the lead may be undertaken by regional partners such as transport for the East Midlands.

As already discussed, the planned changes to the structure of the rail industry, regional working into Great British Railways, speeding up delivery and continued investment, this offers a potential route to make the case for delivery of uncommitted enhancements set out in this Passenger Rail Strategy. In particular, actively engaging with the 30-year rail strategy and five-year delivery plans will be key, once the White Paper recommendations have been enacted.

Some of the priorities include actions that are solely the responsibility of LCC and the Local Planning Authorities and will be delivered collaboratively by different teams in the council(s).

However, to make this strategy happen and fully realise the vision for rail, LCC will need to work with partner organisations in the delivery of many strategic priority actions and achieve the objectives.

The following tables summarises the delivery partners that have been identified as key to support each of the policies in the rail strategy. But alongside this is a more detailed table included in Appendix B, which sets out the detail of the actions.

Rail implementation plan – Infrastructure

Priorities	Working with
Work with the rail industry and partners to ensure signal boxes are staffed such that they allow 7-day, early to late train services to be operated.	Lead – Network Rail/GBR Support – LCC, DfT, TOC's and Regional Transport Bodies (RTB's)
Work with the rail industry and partners to investigate and where practical secure faster train services on lines where services do not have car competitive journey times, and where the speed potential of rolling stock is not capitalised upon.	Lead – Network Rail/GBR Support – LCC, DfT, TOC's and RTB's
Work with the rail industry and partners to develop deliverable infrastructure solutions to unlock the capacity bottlenecks at Newark Flat Crossing and Grantham Station.	Lead – Network Rail/GBR Support – LCC, DfT, TOC's and RTB's
Work with rail partners, monitor station capacity performance at Lincoln and Nottingham station's to ensure station capacity does not prevent other service improvements being realised.	Lead – Network Rail/GBR Support – LCC, DfT, TOC's and RTB's
Work with the rail industry and partners to develop and deliver infrastructure solutions to ensure excellent connectivity between Lincolnshire and HS2 at Toton.	Lead – Midlands Connect and Transport for East Midlands Support – LCC, DfT, TOC's and HS2

Rail implementation plan – Network and connectivity

Priorities	Working with
Work with the rail industry and partners to introduce train services which operate 7-days, early to late.	Lead – TOC's Support – LCC and RTB's
Work with the rail industry and partners ensure the committed service improvements are provided in line with franchise commitments. Work with partners to move more lines from good to best.	Lead – TOC's Support – LCC and RTB's
Work with industry partners to ensure services are provided with adequate capacity on board trains.	Lead – TOC's Support – LCC and RTB's
Monitor train service performance and challenge areas where trains are not punctual or reliable.	Lead – TOC's Support – LCC and EMC
Keep abreast of service changes that may adversely impact on Lincolnshire and make evidence based representations where threats become apparent.	Lead – TOC's Support – LCC and EMC/TfN

Rail implementation plan – Communities and new developments	
Policies	Working with
Work with district planning authorities to ensure that access to rail stations is prioritised through effective planning and design of new developments, including bus, cycle and walking access.	District Councils
Ensure the stations themselves and access routes to the stations are accessible and of a standard and condition which is people consider to be safe and attractive when accessing the station or waiting for a train.	LCC and District Councils CRPs NR/GBR too surely
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	District Councils and LCC
Work with district planning authorities to ensure travel plans that encourage and facilitate rail travel are developed and implemented.	District Councils and LCC
Bring underused station buildings into community use, to better integrate rail into the community.	Lead – TOC's and CRP's Support – LCC, DfT, Planning Authorities and RTBs
Support station adopters and community rail partnerships to unlock the full potential of the existing rail services and promote rail use within their local community.	Lead – CRP's Support – LCC, TOC's and RTB's
Planning for the future – working with communities and rail partners to explore the case for new and reopened rail lines and stations.	Lead – LCC Support – DfT, NR/GBR, TOC's and RTB's

Rail implementation plan – Leisure and tourism

Policies	Working with
Influence partners to secure year-round hourly train service to Skegness.	Lead – EMR Support – LCC and NR/GBR
Influence partners to improved train services to Lincoln from a wider range of destinations, either directly or through efficient interchange.	Lead – EMR Support – LCC and NR/GBR
Ensure the train services to Skegness have adequate capacity to meet passenger demand.	Lead – EMR Support – LCC and NR/GBR
Work with partners to combine the benefits of bus and train integration, in particular the opportunities arising from the Rail White Paper and Bus Enhanced Partnerships, including better integration, and well-priced cross ticketing.	Lead – LCC Support – TOC's, Bus operators, NR/GBR

Rail implementation plan – Encouraging and enabling

Priorities	Working with
Work with district planning authorities to promote rail use as part of an accessible, enjoyable and healthy lifestyle working across teams and with partners to develop active travel campaigns.	Lead – LCC Support – Planning Authorities/CRP's/TOCs
Promote, educate and market people about the rail network, demonstrating the travel opportunities beyond the car.	Lead – LCC Support – Planning Authorities/CRP's/TOCs
Work with partners to combine the benefits of bus and train integration, in particular the opportunities arising from the Rail White Paper and Bus Enhanced Partnerships, including better integration, and well-priced cross ticketing.	Lead – LCC Support – Planning Authorities/CRP's/ TOCs/bus operators
Work with district planning authorities to maximise funding opportunities related to new developments, such as Section 106 funding.	Lead – LCC Support – District Councils
Work with district planning authorities to ensure travel plans that encourage and facilitate rail travel are developed and implemented.	Lead – LCC Support – District Councils

Monitoring and measuring success

To ensure that this rail 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. The framework is based on several indicators assessing overall use, satisfaction and modal share.

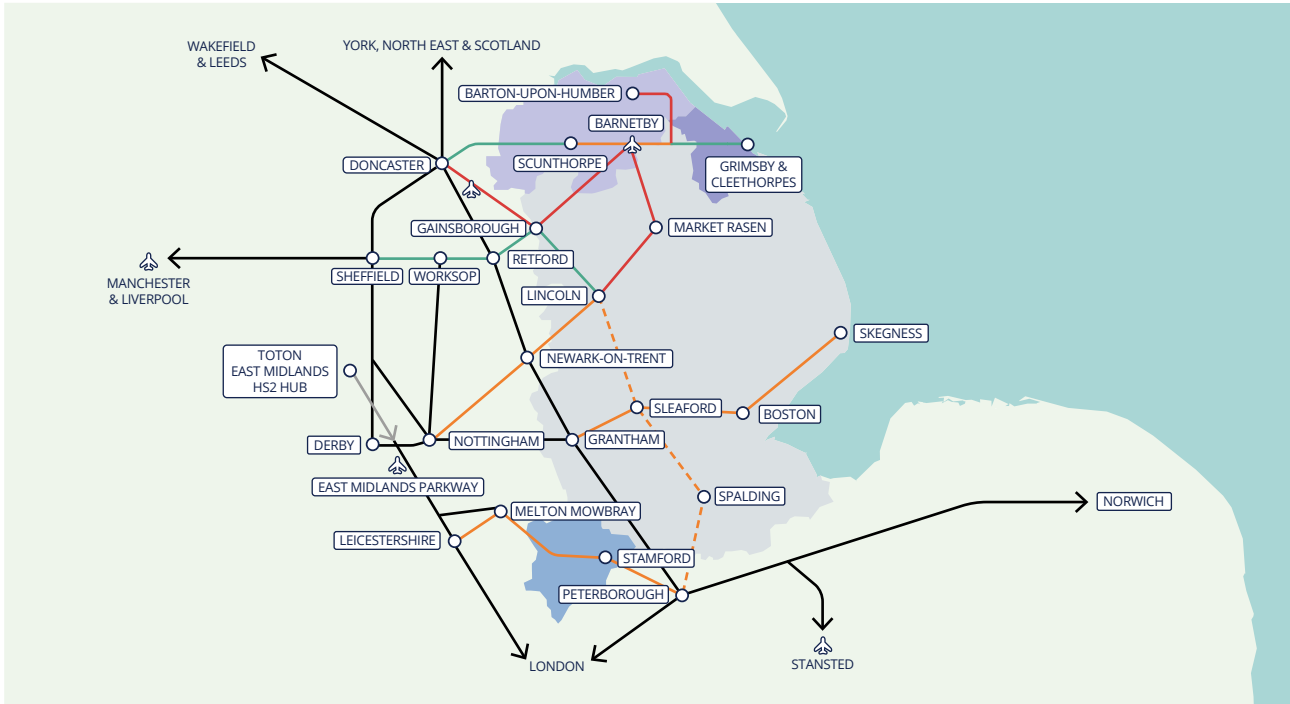
Most of the sources of data are published data that we will access, rather than depending on original data.

We will seek out additional data sources that may be identified through the course of this strategy where this would add insights on the operation and performance of the local rail network.

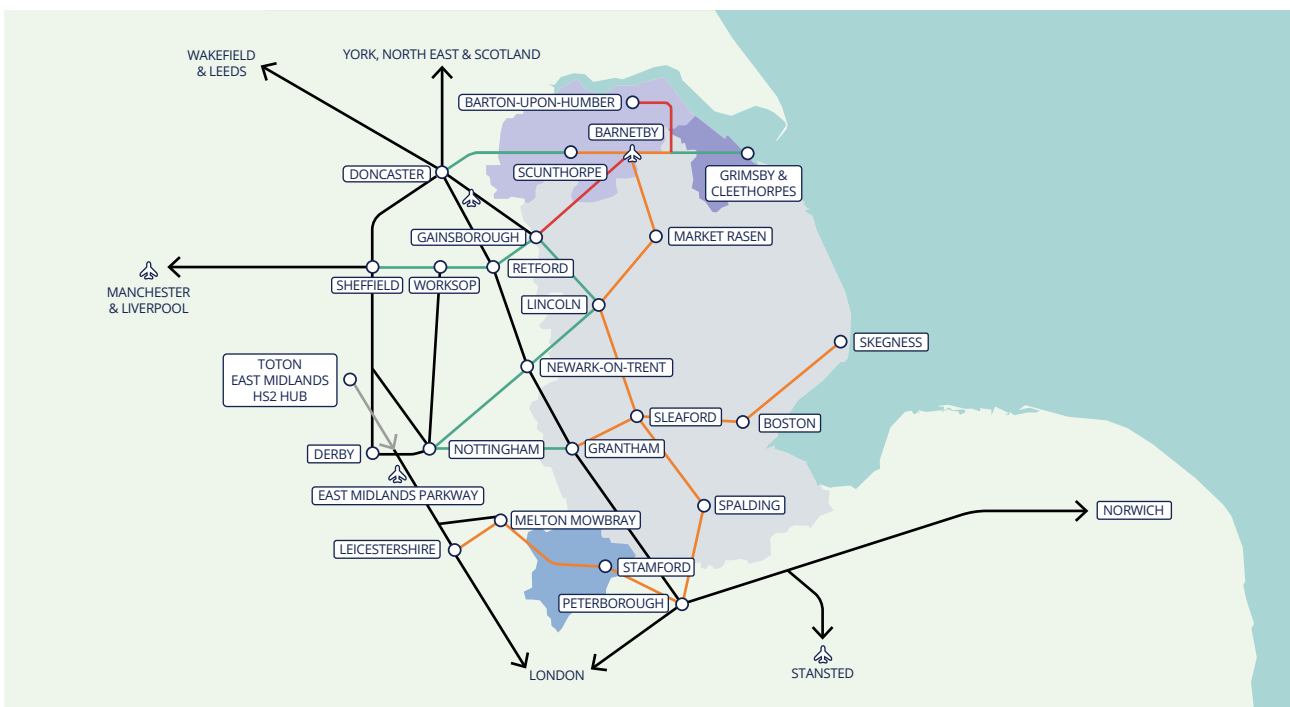
Objective	Indicator	Source
Improve the quality of the rail offer.	Timetable frequency (days/hours/frequency by line).	
	Passenger satisfaction.	<ul style="list-style-type: none"> • Timetables
Make rail a part of Lincolnshire residents' travel options.	Punctuality and reliability.	
	Volume of rail travel at larger stations (Lincoln, Boston, Sleaford, Spalding, Grantham).	<ul style="list-style-type: none"> • ORR data
	Mode share of rail for journeys to work.	<ul style="list-style-type: none"> • Census data • Travel plan data
Enhance rail within Lincolnshire's leisure and tourism offer to support the economy.	Mode share of rail for school and journey to work trips.	<ul style="list-style-type: none"> • School travel surveys • Home/workplace travel plans
	Footfall at station.	<ul style="list-style-type: none"> • ORR data
	Mode of travel to reach leisure and tourism destinations.	<ul style="list-style-type: none"> • Surveys

Current and franchise committed train service frequency

Existing passenger offer (from timetables)



Passenger offer achieved within LTP 5 (from franchises)



Detailed action plan and suggested interventions

Ensure promised enhancements are delivered.

COVID-19 service reinstatement – actively engage with the train operating companies on service reinstatements. Support actions to encourage passengers to return to rail. Also, work with EMC, to fully understand how COVID-19 impacts change the demand for rail travel and customer priorities for improvement. This should look at the different commuter, business travel and leisure markets.

Oversee that the following promised, infrastructure, service and rolling stock upgrades are delivered to time. Checking the right stations are served, that impacts on other services are understood and are considered acceptable (or mitigated).

Review the interchange between the enhanced services and existing, especially at key interchange nodes such as Lincoln and Sleaford.

Additionally, influence the train operating companies to incentivise people to take up the opportunity to use rail, for example attractively priced promoted ticketing. Also promote the enhancements with partners to encourage increased rail use.

East Midland Railways

December 2021 (risk of slippage to May 2022)

- Provide year-round Sunday services Barton-upon-Humber - Habrough - Cleethorpes Line.
- Combine the Grimsby Town to Lincoln service with the existing Lincoln to Nottingham.
- Introduce a service between Lincoln and Grimsby, via Market Rasen. To provide an hourly Lincoln to Grimsby service in combination with the above.
- Provide more evening and weekday services between Newark Castle and Nottingham.
- Sunday service between Lincoln and Grimsby all-year round.
- Lincoln to Newark North Gate – together the LNER, East Midlands Railways will provide a combined hourly Newark North Gate to Lincoln service.

- Additional peak services between Nottingham and Grantham.
- Earlier morning and later evening Nottingham to Boston services.
- Doncaster - Lincoln - Sleaford - Spalding - Peterborough – East Midlands Railways intend to introduce an hourly Peterborough - Lincoln - Doncaster through-service, and a new Sunday service between Lincoln and Doncaster.
- A second Lincoln to London service via the Midland Mainline.

December 2022

- Replace the regional fleet with CI 170's.

Network Rail

- Cleethorpes - Scunthorpe – Doncaster - Sheffield – Network Rail plan to undertake significant track renewal work and safety works at the level crossing at Crowle, this may provide the opportunity for speed improvement and performance benefits.
- Lincoln (Saturday only Cleethorpes) - Gainsborough - Sheffield (& Leeds) – Network Rail have current plans to undertake significant track renewal work between Gainsborough and Sheffield, re-signalling at Beighton Woodhouse and safety works at the level crossing abutting Kiverton Park Station, these may provide the opportunity for speed improvement and will offer performance benefits.
- Grimsby (Cleethorpes) - Market Rasen - Lincoln - Nottingham - Leicester – Network Rail plan to improve a level crossing west of Nottingham, and renew signalling infrastructure in the Swinderby area, both will contribute to improved performance and reliability.
- The ECML is undergoing major works at Kings Cross Station and to track, signalling and overhead lines. Allowing timetable and speed improvements from May 2022.

Cross Country

- Peterborough - Stamford - Melton Mowbray - Birmingham - to introduce minimum of three-car 170 trains for all weekday services from May 2021.
- Also reinstate the pre-COVID-19 service reductions on this line (17 tpd in each direction).

LNER

- An additional train per day to service Lincoln (seven from London and six to London). From May 2022. Consultation is planned March 2021.
- Lincolnshire may need to consider priorities for the area for any additional services (seven trains each way to Lincoln and potentially 1tpd to Cleethorpes) alongside local service stops.
- As part of there-casting of the East Coast Mainline timetable re-cast, actively lobby to address the inconsistent calling patterns, spacing between services (especially at Grantham, but having regard to Hull Trains services) and reduce long interchange penalties between London and regional services. A standard hour/two-hour clock-face timetable should be sought.

LTP 5 actions to deliver

Capacity issues – monitor, understand and act, if the capacity issues materialise locally (after train upgrades discussed on column to the left). Also review the assumptions used in the technical report as a result of emerging changes (examples approval of the freepoint application, North Lincolnshire Local Plan adoption etc.).

- Leicester to Lincoln – two EMR services are expected to be at or above capacity during the afternoon peak period.
- Leicester to Peterborough – two evening peak services are predicted at or above seating capacity.

Influencing others

- To lobby Network Rail and relevant train operators to maximise the speed benefits of the new rolling stock. This is an immediate action as far as CP7 is concerned. Once CP7 is prepared then the next stage is to prepare for CP8 making the case for further speed improvements. The following lines need work undertaking:

- Lincoln to Sheffield (Line 3);
- Cleethorpes to Lincoln (Line 4);
- Lincoln to Newark North Gate (Line 5);
- Skegness to Nottingham (Line 6); and,
- Doncaster to Lincoln to Peterborough (Line 7).

Support these regional and sub-regional transport bodies on delivering positive enhancements through work already in planning. This includes:

- Doncaster to Cleethorpes Line (Line 2) there is a joint study already underway led by Transport for the North and Network Rail.
- Newark Flat Crossing is constrained to two paths, one passenger the other freight. Midlands Connect work suggests that the diversion of freight is the immediate option to secure a second passenger path between Lincoln to Nottingham (possibly by extending the Matlock to Newark Castle service).
- For Lincoln/Newark to Nottingham (Lines 4 and 5) (and towards Birmingham) work has already be undertaken by Midlands Connect. This suggested that line speed improvements are viable.
- Capacity enhancements to the Cross Country service between Stansted and Birmingham (Line 8). This enhancement is already being considered by Midlands Connect. This should also seek to address the future growth scenario capacity issues described above.
- Supporting partners with known station investment projects.

LCC to lead progress:

- Barton Line (Lines 1 and 3) service enhancement business case development funding made available from Restoring Your Railway Fund.
- Liverpool to Norwich service – making the case for maintaining this operating as one, and not being split at Nottingham, and suggest how punctuality issues might be addressed. Alternatively, support the split and the associated performance improvements and seek improvements through the extension of the two halves of the service out of Nottingham to address other needs.
- Making the case for an hourly service to Skegness (Line 6).
- Making the case for connecting Cleethorpes to London via Lincoln. (NE Lincolnshire).
- Lobbying for engineering works at Grantham to increase capacity, increase train speed on approach and reduce pathing conflicts. This should be done in parallel with TOCs and is a potential ask of CP7 and may have implications for LNER future contracts. Lead LCC.
- Investment in station enhancements above those set out in Table 6.2 of the technical report, prioritising works to make the rail network more accessible and then to improve passenger comfort. Using S106/LTP 5 investment as leverage/match funding, alongside upgrades through maintenance budgets (CCTV/information displays etc.). This should specifically look at the interface with rail and include cycle and car parking, as well as prioritising EV charging at stations where longer car trips might be expected (commuter stations and at ECML stations).
- Encouraging community involvement in station improvement works and restoring station buildings to community use is important to make stations welcoming. Lead LCC/TOC's and station adopters.
- Capacity of Lincoln Station needs to be kept under review to ensure it is not a barrier to future plans. Lead LCC.
- Competitive fares and ticketing – as study is needed into Lincoln and other hub stations, to assess gaps in the ticket range such as day-return tickets. Then lobby to close the gaps.
- Performance issues – the services need to be provided reliably and on-time.
- Promotion and marketing - LCCI along with TOC's and partners.

Long-term projects, planning started in LTP 5

Long-term project work needs to commence now on prioritising and developing future schemes. These will require funds and/or resources to develop feasibility studies and business cases, these are essential to access rail industry or Government funding. These projects are most unlikely to be deliverable “on the ground” during LTP 5.

The longer-term projects are:

- An all-week hourly service between Gainsborough/Brigg and the South Humber Bank (this could form part of the Barton-on-Humber frequency enhancement or improve services to Grimsby and potentially Cleethorpes).
- Line speed improvement, making the business case for Network Rail/Great British Railway to include in their five-year planning cycles.
- Lincoln to Nottingham service frequency enhancement. This will need to consider low-cost options, such as diverting some or all the freight paths across the East Coast Mainline to other routes avoiding Newark Flat Crossing. For example, via Ancaster with a chord onto the line Lincoln to avoid Sleaford, or via Retford. These are options before pressing for a flyover/under. This will then enable more than two passenger trains per hour to cross the ECML.

- Enhanced Sunday services through all-week staffing of signal boxes on the Cross Country service via Stamford and linking Birmingham to Stansted. This needs to tie into the renewal of this franchise.
- Support for HS2 offers several strategic opportunities for Lincolnshire:
 - Improved East/West services to Toton and other East and West Midlands Cities.
 - More paths from London to and from Lincoln and Greater Lincolnshire. Opening the opportunity for all day, even hourly services. However, this may reduce calls at local stations between Newark North Gate and Lincoln.
 - More paths across Newark Flat Crossing.
- Wider Industry work which may provide opportunity to support delivery of the strategic objectives. For example, the Integrated Rail Plan and Traction Decarbonisation Network Strategy (both due Later 2021)
- Explore the merits/demerits and business case associated with reopening/opening new lines and stations.

References

1. These are:
 - Central Lincolnshire Local Plan (City of Lincoln, West Lindsey and North Kesteven).
 - East Lindsey Local Plan.
 - Southeast Lincolnshire Local Plan (Boston Borough and South Holland).
 - South Kesteven Local Plan.
2. [uk-chief-medical-officers-physical-activity-guidelines](#)
3. Great British Railways [publishing.service.gov.uk](#)
4. [Greater Lincolnshire LEP Rail Study](#)

Glossary

CRP	Community Rail Partnership. A group of local people, mostly volunteers, who promote and undertake small scale works at local stations of lines.	LTB	Local Transport Boards.
DfT	Department for Transport – the Government body who buy most train services and fund Network Rail.	RAP	Route Action Plan.
ECML	East Coast Mainline, line accommodating fast services between the north and London passing through Doncaster and terminating at London Kings Cross.	HIAMP	Highways Infrastructure Asset Management Plan.
EMR	East Midlands Railways – local and regional services across the East Midlands and Long-distance high speed services to London along the Midland Mainline.	SEA	Strategic Environmental Assessment.
GBR	Great British Railway – the proposed future organisation to run England Railway, taking over from Network Rail, DfT and TOCs. See Rail White Paper.	SA	Sustainability Appraisal .
LCC	Lincolnshire County Council.	GVA	Gross Value Added.
LNER	London North Eastern Railway. Operate Long-distance high-speed services to London along the East Coast Mainline.	TfL	Transport for London.
LTP 5	The Lincolnshire County Council's 5th Local Transport Plans (lasting 5 years to 2028/29).	LENNON	Latest Earnings Networked Nationally Overnight.
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.	ATC	Automatic Traffic Count.
Northern	Northern Trains – local and regional train company operating services across the north of England.	EV	Electric Vehicle.
ORR	Office of Rail Regulation who oversee Network Rail's performance and report back to DfT.	DECC	Department of Energy and Climate Change.
RTB's	Regional Transport Bodies, including Transport for East Midlands/East Midlands Councils (TfEM/EMC), Midlands Connect, Transport for the North (TfN).	SUEs	Sustainable Urban Extensions.
TOC	Train Operating Company.	UKCRF	UK Community Renewal Fund.
TPD	Trains per day.	UKSPF	UK Shared Prosperity Fund.
TPX	Transpennine Express – inter-regional train company operating services across the north of England and into Scotland.	LUF	Levelling Up Fund.
XC	Cross Country – a train operator serving long-distance routes excluding London.	LATS	Local Area Transport Strategies.
COVID-19	Coronavirus pandemic of 2019/20.	LCWIP	Local Cycling and Walking Infrastructure Plan.
		ROWIP	Rights of Way Improvement Plan.
		PRoW	Public Rights of Way.
		CPO	Chargepoint Operator.
		EVCP	Electric Vehicle Chargepoint.
		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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