

# RAILWAY DEVELOPMENT SOCIETY

## South Humberside: A Rail Strategy for the 90's.

### Forward

The Lincolnshire and South Humberside Branch of the Railway Development Society has prepared this strategy document to promote discussion amongst councillors, environmentalists, industrialists, opinion formers and the public at large. It is published at a time when, despite having seen millions of pounds poured into road infrastructure, this country is on the verge of a transport crisis.

With growing concern now being voiced over the greenhouse effect, and environmental issues generally, RDS believes that there is an urgent need for HM Government to tackle what is a serious imbalance in transport funding. Millions of pounds have been spent, and are being spent, on roads whilst the rail network is suffering severe financial constraints which inhibit valuable improvements and even delay long overdue investment in cost saving infrastructure.

This document examines the vital contribution of rail to the South Humberside economy and outlines, by way of constructive suggestions, how that contribution could be positively enhanced.

### Background

South Humberside is served by four principal passenger rail routes operated by Regional Railways and by Railfreight in respect of freight activities.

Principal manned rail stations are at Grimsby, Cleethorpes, Scunthorpe and Barnetby. Despite the Beeching cuts of the mid-sixties most of the rural stations have survived. Thus a total of 4 manned and 17 unmanned stations still exist for rail passenger use whilst railfreight facilities still exist at Scunthorpe, various locations at Immingham and at Grimsby serving the Royal Dock.

The 4 rail routes are as follows:

- i) Doncaster • Crowle • Scunthorpe • Barnetby • Grimsby • Cleethorpes
- ii) Newark • Lincoln • Market Rasen • Grimsby • Cleethorpes
- iii) Retford • Gainsborough • Brigg • Grimsby • Cleethorpes
- iv) Barton • Habrough • Grimsby • Cleethorpes

Passenger services on the four routes receive financial support from Central Government in the form of Public Service Obligation Grant which serves to make up the shortfall between the income and expenditure on loss making but socially necessary routes. In the case of route (iii) a closure proposal has been suspended pending talks between Humberside CC, Lincolnshire CC and Regional Railways management.

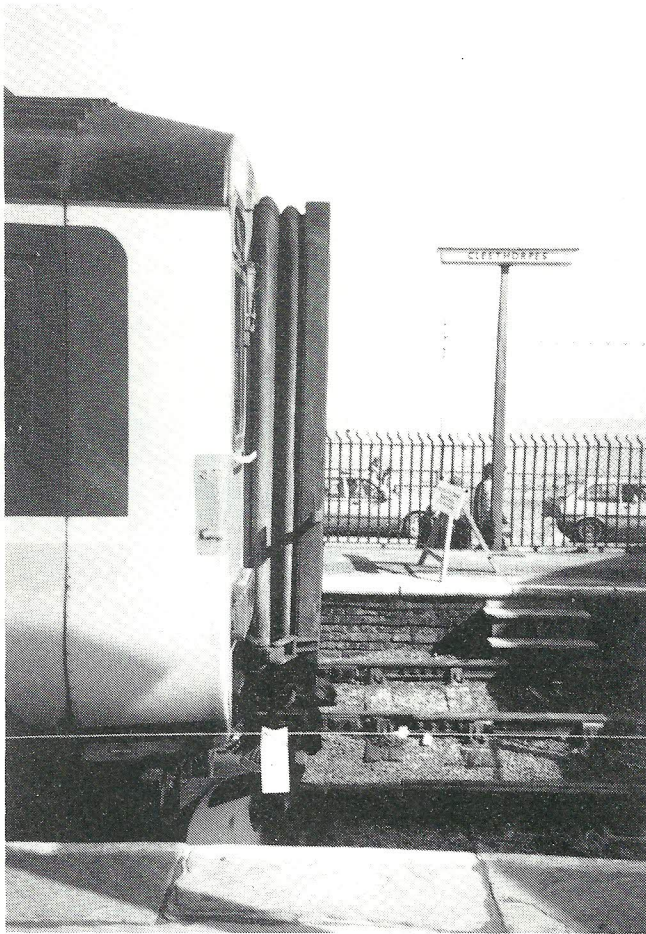
Railfreight services are required by HM Government to operate profitably with no subsidy. The relevant railfreight sector businesses serving South Humberside are Railfreight Metals, Coal, Petroleum and Distribution. Current traffics include coal, iron ore, petroleum spirit, bitumen, fuel oil, derv, container traffic, steel coil, steel slab, finished sections, cement, fertiliser, automotives and timber.

In the following sections RDS sets out criteria for rail development in South Humberside for rail passenger services and for railfreight.

# South Humberside Rail Passenger Strategy

## - Key Development Criteria

RDS believes that the basic rail passenger network provided by the Doncaster - Scunthorpe - Barnetby - Cleethorpes, Newark - Lincoln - Barnetby - Cleethorpes, Retford - Barnetby - Cleethorpes and Barton - Cleethorpes routes should be retained but that usage be more positively marketed with special attention being given to the following:



Why try to park your car in Cleethorpes when you can come by train?

A train from Sheffield stands on Cleethorpes station LESS than a stones throw from the sea, in March 1991

- 1) Existing service frequencies to be improved so as to offer an hourly service on the Doncaster - Cleethorpes and Newark - Cleethorpes routes and a two hourly service on the Retford - Cleethorpes and Barton - Cleethorpes routes.
- 2) The existing London - Cleethorpes through InterCity 125 service to be more strongly marketed, especially with the business community.
- 3) The County Structure Plan published by Humberside CC (which currently pays scant regard to the contribution that could be made by rail) should, along with the appropriate District Plans, identify sites for, and encourage major housing development at, selected settlements on rail corridors in order to encourage greater rail passenger commuter travel and thereby reduce road congestion.
- 4) County and District planners, developers and Parish Councils should consider new station construction where housing development could lead to substantial commuter travel or foster possible "park and ride" schemes to reduce car usage in town centres and elsewhere.
- 5) Regional Railways should be encouraged to examine the provision of through 'Regional Express' workings to and from South Humberside by extending existing services west of Sheffield to destinations such as Liverpool, Chester or Preston. Through services to a wider range of destinations are a strong selling point with the public.
- 6) Present two car formations of 'Sprinter' and 'Pacer' units may very soon need strengthening by the addition of a third car to cope with increased patronage, and herald the introduction of the promised higher specification Class 158 express units promised for 1992/3.

- 7) Existing overall line speeds need urgent re-appraisal to reduce journey times and exploit to the full the available performance of new multiple units. (The raising of the line speed between Lincoln and Barnetby to 75mph in October 1990 was a welcome development which RDS says should be repeated, where possible, on all South Humberside routes.)
- 8) The station at Barnetby situated close to the A18/A180/M180/A15 interchange should be strongly marketed as a major rail head for Glanford Borough and perhaps renamed Barnetby Glanford Parkway. Existing rail head facilities for Humberside International Airport should be more widely advertised in all airport marketing.
- 9) Planned introduction of modern multiple aspect signalling and completion of level crossing modernisation schemes (currently delayed through investment cutbacks) should be brought forward in order to achieve earlier financial savings and higher line speeds.
- 10) As part of a much needed national rolling programme of rail electrification the routes from Doncaster to Cleethorpes via Scunthorpe and Newark to Cleethorpes via Lincoln should be earmarked for electrification in order to effect operating economies and environmental improvements.
- 11) Restoration of a rail station facility to serve the Caistor area of West Lindsey (immediately south of the Humberside boundary) should be considered. Possible sites could be North Kelsey or Holton le Moor.
- 12) Whilst recognising the input already made by Humberside CC Technical Services Dept in publicising local rail services in their excellent "bus stop" leaflets more local authority help is needed to publicise rail facilities. Pocket timetable distribution is haphazard and at present depends on local initiative. Ideally rail leaflets should be available at all local post offices, libraries, village halls and community centres.
- 13) RDS welcomes plans to restore a passenger rail facility between Louth and Grimsby. This restoration must, however, include the section between New Waltham and Grimsby which RDS sees as the "umbilical cord" linking the private railway with British Rail. RDS opposes any road construction plan. "Peaks Parkway stage 3" would destroy the linear integrity of this section of railway. A new road, if absolutely vital, could choose a different alignment. Railway restoration must use the original trackbed.



Keeping lorries off the road. A train load of coal imported through Immingham heads west through Barnetby in February 1991.

# South Humberside Railfreight Strategy

RDS believes that the present railfreight infrastructure of the area should be maintained and developed strongly with special attention being given to the following:

- 1) The planned new Killingholme Bulk Terminal must be given the best possible rail provision to ensure that all of the intended import of coal is rail borne to inland destinations. The preserved trackbed of the original Immingham - Goxhill branch should be utilised as part of necessary new rail provision.
- 2) Existing plans to install multiple aspect signalling throughout South Humberside and to complete level crossing modernisation must be brought forward to achieve better line capacity and effect operational savings.
- 3) The original four track railway between Barnetby and Brocklesby must be replaced. (In 1987, as an economy, this section was reduced to two track).
- 4) As "intermodal" techniques become perfected, making possible easy transfer of road borne cargo to rail, urgent consideration should be given to encouraging the development of intermodal railfreight depots as under:
  - a) At a location in Scunthorpe or Glanford.
  - b) At Grimsby so that there can be a transfer of refrigerated food traffic from road to rail together with other commodities.
- 5) There is a need for county and district planners to examine more closely all proposals for industrial estates and business parks. Many recent developments have been built without any regard to possible rail transport rail provision. In this respect a development such as Elsham Wold is a good example, although with "swap body" technology rail transport could still make a contribution from a suggested intermodal depot (see para. 4a).
- 6) The recent proliferation of private wharves on the Humber and Trent has led to storms of protest in localities suffering from increased heavy goods vehicle traffic. RDS believes that planning permission for such developments should be conditional on a rail siding facility being available. Wharf developments at New Holland, Barrow and Barton could be re-connected to rail at little cost; on Trentside rail facilities at Flixborough could be developed further and possibly extended to serve Neap House and Burton Stather. Former rail sidings to Guinness Wharf and to Keadby Jetty should be restored (RDS reminds local authorities and developers of the existence of Section 8 Railways Act 1974 grants).
- 7) With the percentage of HGV's on the M180 now reaching unacceptably high levels (see Humberside CC Structure Plan for precise figures) there is a need to see an increased tonnage of finished steel from British Steel, Scunthorpe leave by rail. Such a return to rail would bring about a reduction in motorway and highway maintenance costs, improve motorway conditions for other users and bring about environmental improvements away from the motorway. To make this possible, Railfreight Steel must increase its wagon fleet size and improve availability whilst the private wagon fleet hire companies should be urged to seek substantial contracts with British Steel. Moreover, new traffic must be won to rail. A good example would be the traffic in new cars imported through Grimsby and Immingham, with back loads of new British built cars for export, where possible.
- 8) Many local road transport flows represent movements which could and should be considered for transfer to rail. With Section 8 Railways Act 1974 grants available to fund new sidings and even new wagon purchase, possibilities of returning some regular freight flows to rail are very real. One is the movement of limestone from Melton Ross to Scunthorpe (lost to road in the era of the old loose coupled freight wagon). Today, with modern bulk rail wagons, that traffic might well be better handled on rail, thus cutting out numerous tipper lorry movements and additionally helping to reduce the percentage of HGV traffic on the A18 and M180.

- 9) Central Government must be petitioned by MEP's, MP's, County and District Councillors etc. to relax the rules regarding Railways Act 1974 Section 8 grants. These grants provide up to 50% of the cost of providing rail facilities within certain guidelines. We believe that the restrictions, whereby schemes do not qualify if planning permission is conditional on rail access, or if lorry miles saved are predominately on motorway or dual carriageway, should be scrapped to provide a real incentive for business to transfer from road to rail and benefit the environment.

## Summary

South Humberside has been endowed with an excellent rail infrastructure, with the basic network remaining intact despite the Beeching cuts of twenty five years ago.

RDS believes that the area's rail network, whilst well used, offers considerable potential for development. The network could handle significant increases in both passengers and railfreight tonnage, bringing about considerable environmental advantages and improving the quality of life for many people living on or near to, or having to use, overcrowded roads.

Sadly, as if to underline the magnitude of our task and the very real need for it, the relevant planning documents published by Humberside CC pay scant regard to the role of the railways in the South Humberside economy. Neither the County Structure Plan and it's subsequent Amendment No.1, nor the Transport Policies and Programmes, have more than a derisory few lines on rail infrastructure and even these form generalised rather than detailed comments.

Likewise the local Plans published by Glanford, Grimsby and Cleethorpes Borough's appear to equate "transport" with "road transport".

This document published by the Railway Development Society aims to place rail issues squarely in front of the public generally and opinion formers in particular. It will have achieved it's objective if it prompts discussion amongst those who, perhaps through lack of detailed knowledge, have missed the very real role that rail can play.

RDS believes that an expanded and modernised South Humberside rail network would be of greater economic benefit and much more environmentally kind than the so called East Coast Motorway proposed by elements within the road lobby.

This document has been prepared for RDS by Brian J. Hastings and Michael Savage.

**IF YOU CONSIDER THAT THIS DOCUMENT** endorses ideas which you share or has convinced you in part or entirely of it's basic philosophy i.e. that we must use rail more effectively, then please contact your local:

- i) DISTRICT COUNCILLOR
- ii) COUNTY COUNCILLOR
- iii) DISTRICT PLANNING & DEVELOPMENT OFFICER
- iv) ENVIRONMENT GROUP
- v) PROFESSIONAL ASSOCIATION OR TRADE UNION
- vi) MEMBER OF PARLIAMENT

and say why you agree.

## **IF YOU REQUIRE INFORMATION ON RAIL PASSENGER FACILITIES:**

Contact your local manned station at Grimsby Town, Cleethorpes, Scunthorpe or Barnetby.  
Details are as below:

GRIMSBY TOWN	Tel: 0472 353556	(0800-2000)
CLEETHORPES	Tel: 0472 691144	(0900-1700)
SCUNTHORPE	Tel: 0724 868784	(0800-2000)
BARNETBY	Tel: 0652 688204	(0800-1645)

## **FOR RED STAR PARCEL INFORMATION**

Contact:

GRIMSBY TOWN	Tel: 0472 543302	
SCUNTHORPE	Tel: 0724 843268	EXT. 2245
BARNETBY	Tel: 0652 688204	

## **FOR RAILFREIGHT INFORMATION**

Contact Area Manager Railfreight at IMMINGHAM Tel: 0469 574821

This document is published by the Railway Development Society, Lincolnshire and South Humberside Branch. You can obtain more information and details of membership from:

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