

# TOMORROW'S LINCOLN NEEDS TOMORROW'S RAILWAYS



## **TODAY.**

Throughout Britain, economic recession and technological change have hit employment in traditional industries such as heavy engineering. In many towns, people can no longer rely on two or three major firms to provide employment. LINCOLN has had its share of setbacks, and currently has about 8,000 people seeking work.

## **THE FUTURE.**

New light industries seek pleasant locations where they can operate efficiently, tourism and the retail trade are growth areas. LINCOLN is already a regional centre, providing shopping, educational and recreational facilities for many surrounding towns and villages, as well as for its own population. The City Council is making determined efforts to develop Lincoln's potential as a tourist and conference centre.

'Sunrise' industries, regional facilities and tourism - all are expected to generate wealth and jobs for the future, and all are helped by good rail links. Lincoln at present has good rail services; these need to be retained and developed to help the continued growth and prosperity of the city. Some ideas for their development are given inside this leaflet.

## **NEW INDUSTRIES.**

Business people, office managers and skilled workpeople are likely to be attracted by Lincoln's many amenities, the beauty of the city, the splendid views and overall cleanliness. Some may be starting their own businesses, others developing new branches. Fast, efficient links to their main markets, their head offices, and to London, are vital.

There are reliable and regular trains to Nottingham and Birmingham, soon to become hourly, and improving links to York and Leeds. There are rapid services to London throughout the day,

the highlight of which is the through morning High Speed Train and 1804 return, the 'Humber Lincs'. For the Lincoln business community of the future, we believe it is essential to retain these through services, even after East Coast Main line electrification in 1989/91.

'Speedlink' rail freight services offer a fast, national distribution system for Lincoln firms. This, and the availability under Section 8 of the 1974 Railways Act of government grants towards the cost of wagons, private sidings and loading facilities, gives environmental advantages over freight transport by road. Lincoln's Railfreight facilities deserve greater use and better marketing.

Local businesses benefit from Lincoln's strategic position as a major Red Star Parcels point. Good rail services, with nominated trains for Red Star users, make possible fast same-day or overnight transits with the option of delivery at destination. Stronger marketing of Red Star, using improved rail services, would be of tremendous local benefit, especially to new businesses.



## REGIONAL CENTRE.

Lincoln's pedestrianized High Street provides one of the country's most attractive shopping areas - and it starts just outside Central Station! In the evening, the Theatre Royal is popular. Traffic management schemes have made access easier by car, but no city can retain its character and also provide enough parking space for all the people who come into it. Lincoln's train services are already popular, carrying large numbers of workers, students, shoppers and pleasure seekers, none of whom require city centre parking space. Rail services have recently been enhanced by later evening departures on some routes. New 'Sprinter' trains, already on some routes, feature tinted windows, cleanliness, good heating, bright lighting and high acceleration. Special half-price return fares were appreciated by visitors to the late shopping evenings in December, 1986.

Further investment in the local rail network would bring in more people to spend time and money in the city. It would also take existing travellers out of their cars, leaving road space and parking space for those from the areas which are not served by rail.

We should like to see:-

- ★ much better services from Grantham, including morning trains to Lincoln by the direct route.
- ★ earlier services from Skegness, with later returns, as planned before level crossing modernisation was halted.
- ★ improved commuter services from Gainsborough and Market Rasen.
- ★ a later service for theatre-goers back to Newark.

Experience around the country shows that one of the most cost-effective ways of adding value to a rail network is to open new stations. Lincolnshire pioneered this approach in 1975 with the highly successful schemes at Ruskington and Metheringham. New stations could be built on existing lines into Lincoln at:

- Cherry Willingham
- Donington
- Finningley
- Heighington/Washingborough
- Misterton
- Pinchbeck
- Sibsey

We should like to see an early study of costs and potential benefits with a view to opening at least one of these stations in 1988.



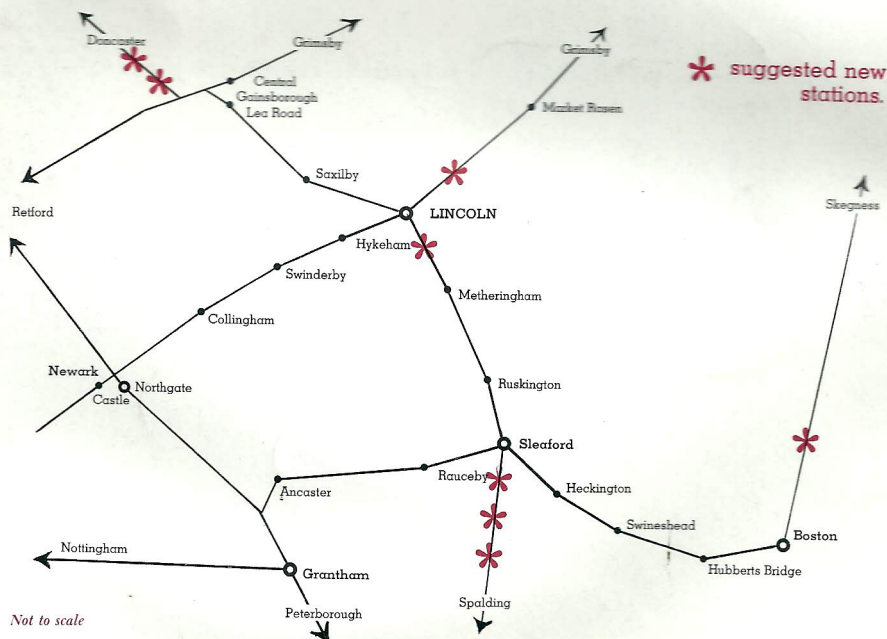
## **TOURIST MAGNET.**

With its magnificent views over Lincoln Edge, its Cathedral, Castle, Steep Hill, Brayford Pool and fine museums, Lincoln already attracts thousands of visitors annually from all over Britain. Lincolnshire County Council and British Rail Provincial Services have recently increased their efforts to stimulate this traffic with competitions and fine brochures. Some foreign tourists come specially to see Lincoln, but most visit several tourist centres. Many will not have cars with them. Convenient trains are essential both for day trippers from the major population centres and for tourists moving around the country.

Birmingham, Cambridge, Derby, Newcastle, Nottingham, Peterborough and Sheffield all have good weekday services to Lincoln, but there could be major improvements on Sundays. The increasing use of 'Sprinter' trains could provide the opportunity to introduce through services from Manchester and Liverpool. We are pleased to note improved links from Lincoln to Norwich, but we believe that better services could be provided into Lincoln in the mornings from East Anglia and from Leicester. To help develop tourist traffic, we should also like to see a second through High Speed Train service from London, leaving around 1000-1030 and returning by 1630-1700. For people using Lincoln as a conference or tourist base, as well as for Lincoln residents, we should like to see some Sunday morning trains out of Lincoln, with summer services to destinations such as York and Skegness.

## CONCLUSION.

Lincoln is looking forward. We believe that developing its railways should continue to be a part of that looking forward. Modest improvements on some routes, new rolling stock and a few new stations will allow rail to help Lincoln's growth as a business, regional and tourist centre.



The Railway Development Society is a national, independent, voluntary body which represents the views of rail users to politicians and British Rail. It campaigns for more stations, more rail freight and more government support for, and investment in, rail. This leaflet is published by the Lincolnshire branch of the Society. The branch Chairman is Brian J. Hastings, 312 Wharf Road, Ealand, Scunthorpe, DN17 4JW. The Branch Secretary is Philip Strong, 19 Carline Road, Lincoln, LN1 1HL.

Individual membership costs £7 a year. The Society welcomes as members firms and business organisations; the national liaison officer for commercial members is John Saunders, Stockwell Gate, Whaplode, PE12 6UE.