

RAIL SERVICES FROM EAST ANGLIA TO
GRANTHAM, LINCOLN and GRIMSBY:
A REPORT BY THE LINCOLNSHIRE
BRANCH OF THE RAILWAY DEVELOPMENT
SOCIETY.

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RAILWAY DEVELOPMENT SOCIETY LINCOLNSHIRE BRANCH

RAIL SERVICES FROM EAST ANGLIA TO LINCOLNSHIRE AND

SOUTH HUMBERSIDE: AN R.D.S. LINCOLNSHIRE REPORT.

INTRODUCTION

Rail Services from East Anglia to Lincolnshire and South Humberside have attracted some criticism in the last few years, most recently in the 1985 Annual Report from the Transport Users' Consultative Committee for Eastern England. One particular source of complaint is slow journey times for day visitors to Lincoln from some East Anglian centres.

This report seeks to examine present rail services from three East Anglian towns to Grantham, Lincoln and Grimsby. It then makes suggestions for possible improvements.

THE PROBLEM.

Traffic flows, actual or potential from East Anglia to Lincolnshire and South Humberside, are light relative to other flows. It is difficult to justify financially train mileage specifically designed to cater for them.

A journey from Grimsby to Ipswich involves five area managers, two passenger business sectors of British Rail and three sub-sectors of the Provincial Services Sector. Only Eastern Region management has an interest in the whole.

THE TARGETS

Bearing in mind potential problems with weather, traffic, and the swing bridges on the A17 trunk road, a prudent motorist would allow three hours for a journey from Lincoln to Norwich. Rail travellers have a right to expect similar timings. We have therefore set out target journey lengths which we should like to see achieved by rail services. They are challenging, but some existing services meet them already, so they are achievable.

	<u>HOURS</u>		
GRIMSBY	3½	4	4
LINCOLN	2½	3	3
GRANTHAM	2	3	3
	CAMBRIDGE	NORWICH	IPSWICH

Some elderly or timid travellers or families with young children find the prospect of a rail journey involving several changes of train daunting. We support maximum use on such journeys of the "Humber-Lincs" High Speed Train for journeys to Lincoln and Grimsby. We applaud the increasing frequency of through trains from East Anglia to Grantham. We also support the retention, via Sleaford in each direction of through trains:-

Monday to Saturday from Cambridge to Lincoln, extended to Gainsborough.
on Summer Saturdays from Yarmouth to Lincoln and Gainsborough.
on summer Sundays from Cambridge to Skegness.

THE PRESENT SERVICE

Services on Mondays to Saturdays where the "target" journey times are achieved or bettered are:-

From Ipswich.

0749 to Grantham 1009
0930 to Grantham 1152, Lincoln 1231 and Grimsby Town 1332
1103 to Grantham 1353
1351 to Grantham 1610
1543 to Grantham 1811
1837 to Grantham 2120

From Norwich

0739 to Grantham 1009
0900 to Grantham 1122, Lincoln 1204 and Grimsby Town 1311.
1130 to Grantham 1353, Lincoln 1433, Grimsby Town 1534
1330 to Lincoln 1628, Grantham 1610 and Grimsby Town 1730
1640 to Grantham 1927.

From Cambridge

0715 to Grimsby Town 1051
0738 to Grantham 0941
0822 to Grantham 1009
0930 to Grantham 1122, Lincoln 1204 and Grimsby Town 1314
1205 to Grantham 1353, Lincoln 1433, Grimsby Town 1534
1430 to Grantham 1610
1611 to Lincoln 1833 and Grimsby Town 1934
1752 to Grantham 1942, Lincoln 2016 and Grimsby Town 2114
1915 to Grantham 2120.

From Grimsby Town

0628 to Cambridge and Ipswich (From May 1987 giving also a good connection to Harwich Parkeston Quay)
1036 to Cambridge 1411
1226 to Cambridge 1554
1705 to Cambridge 2024
2016 to Cambridge 2357.

From Lincoln

0724 to Cambridge and Ipswich (FROM MAY 1987, giving also a good connection to Harwich Parkeston Quay)
0849 to Cambridge 1120
1323 to Cambridge 1554
1718 to Norwich 2034
1804 to Cambridge 2024

From Grantham

0703 to Ipswich 1010
0935 to Cambridge 1120 and Norwich 1234
1026 to Ipswich 1243 and Harwich P.Q 1351
1206 to Cambridge 1411, Norwich 1436, Ipswich 1443 .
1429 to Cambridge 1628 and Norwich 1651
1533 to Ipswich 1840
1742 to Cambridge 1955 SX, Ipswich 2014 and Norwich 2034.

Thus, as might be expected from its position on the East Coast Main Line, Grantham has fast services through the day to and from the main East Anglian towns. Midday services from East Anglia are very good; and Cambridge generally does well. The main problem comes in lack of fast services over the longest distances at the times most suitable for the business travellers, interviewees or day trippers.

Sunday evening travel has become increasingly popular over the last decade. Sunday services meetings our targets are:-

From Ipswich - 1615 to Grantham 1935
1838 to Grantham 2114 and Lincoln 2150
From Norwich - 1635 to Grantham 1935
1850 to Grantham 2114 and Lincoln 2150
From Cambridge - 1615 to Grantham 1754, Lincoln 1543, Grimsby Town 1944
1910 to Grantham 2114 and Lincoln 2150.
From Grimsby Town - 1744 to Cambridge 2125
1838 to Cambridge 2203
From Lincoln - NONE.
From Grantham - 1733 to Ipswich 2036
1827 to Norwich 2127
1957 to Cambridge 2125
2017 to Ipswich 2245, Norwich 2259
2037 to Cambridge 2203

Thus Lincoln is poorly connected with East Anglia on Sunday evenings.

SUGGESTIONS

R.D.S. Lincolnshire has no brief to tell British Rail managers how to timetable their trains. The suggestions which follow show ways in which faster journeys could be obtained at key times. B.R. may well find more effective or less costly ways of providing equivalent facilities.

1. We understand that from May 1987, the Midland Cross-Country sub-sector will sponsor a train to replace the withdrawn Inter-City train, the European. This train will presumably continue to provide at Peterborough, excellent Leeds connections in each direction. If the 0850 London King's Cross to Leeds were to call at Newark North Gate at 1013, then the present 1008 train from Newark to Cleethorpes could run 10 minutes later to connect from it. Timings to Lincoln would be 3 hours from Norwich and Ipswich, 3½ hours from Harwich Parkeston Quay. Similarly if the 1645 Leeds to London King's Cross were to call at Newark North Gate at 1746, a connection could leave Cleethorpes at 1607, Grimsby Town at 1615 and Lincoln at 1715 giving times of 3 hours from Lincoln to Ipswich. Ipswich and Norwich travellers would then have up to 6½ hours in Lincoln with fast services either way.

2. Good day return facilities should also be available from Grimsby and Lincoln into East Anglia. From May 1987 the morning service will be good to Cambridge and Ipswich. A connection to this service could arrive at Norwich at about 1030. A return service leaves Norwich at 1640, and could perhaps be put back to 1700 or so, now that this train no longer makes connections at Nuneaton. Arrivals at Lincoln at 1833 and Grimsby Town at 1934 could be achieved if the 1543 from Ipswich left at 1530.

3. On Sunday evenings, a good connection from Grimsby and Lincoln to Cambridge, Ipswich and Harwich Parkston Quay could be provided if the 1618 Cleethorpes to Newark North Gate ran about 5 minutes earlier and the 1645 Leeds to London called at Newark. A later connection to Cambridge, Ipswich and Norwich could be provided if either the 1830 Cleethorpes to Newark North Gate were extended to Grantham, or if the 1635 Edinburgh to London called at Newark North Gate.

OTHER TOWNS

Scunthorpe has fast and frequent services to and from Cambridge and some fast services from Norwich. Extra trains would be required to improve services.

Stamford has excellent train services into East Anglia, including many through trains. We welcome the decision of the Midland Cross Country sub-sector to increase to hourly the frequency of service on this important route.

Cleethorpes is served by all the Grimsby services mentioned in this report, with extra journey time of about 10 minutes.

Gainsborough passengers may travel via Doncaster, Retford or Lincoln. On Mondays to Saturdays they enjoy a through train from Cambridge; it would be useful if a similar train could run southbound.

The route to East Anglia from Skegness, Boston and Sleaford is so much longer than that by road that comparable timings are impossible. Convenient connections are available at times, and will improve as more through trains are introduced between Grantham and East Anglia. Sleaford has Mon-Sat through trains to/from Cambridge.

Spalding has 3 times as many Peterborough trains as when Holland County Council introduced them. We believe there is scope for more; East Anglia connections could be one of the factors to bear in mind when timing them, since long waiting times are quite often experienced today.

CONCLUSION

There are some fast trains linking East Anglia with the main towns in Lincolnshire and South Humberside, mainly in the midday period. May 1987 will see some fast services at peak day-trip times. We believe that, in view of East Anglia's prosperity and economic growth, it is right to develop further day-return journey opportunities and Sunday evening travel, and that to do so need not involve massive extra cost. We look forward to continued monitoring of, and comment on, the service provided.

The Railway Development Society is a national, voluntary, independent body. Its aims are the retention, improvement, and greater usage of rail transport, for both passengers and freight. The Lincolnshire branch of the Society covers both Lincolnshire and South Humberside. Further information about the Society or the ideas in this report can be obtained either from the Branch Secretary, Mr. Phil Strong of 19, Carline Road, Lincoln, LN1 1HL, or from the author of this report, Mr. John Saunders of Stockwell Gate, Whaplode, Spalding, PE12 6VE



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