

EDWARD LEIGH MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Mr Iain Coucher
Chief Executive
Network Rail
90 York Way
London N1 9AG

Chief Executive's Office	
Copy To: DA	
- 5 JAN 2009	
Action Required: None for information only Acknowledged by (CEO office) Draft response required Please respond direct	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
CEO File: Day / CR / MP (awaiting draft)	

12 December 2008

Iain Coucher

**Public Consultation on the Draft
Yorkshire and Humber Route Utilisation Strategy**

I enclose this letter of 11 November with the Parish Council's response to the Consultation.

I am supportive of the Parish Council's position and should appreciate your confirmation that the points raised in 1 – 9 of their letter will be fully considered as part of the Consultation process.

I should also appreciate any other comment you are able to make.

John Ince
(Stuart Key)

EDWARD LEIGH



Saxilby with Ingleby Parish Council

Parish Office
St. Andrews Community Centre
William Street
Saxilby
Lincoln
LN1 2LP

Chair: Councillor P S Odam

Clerk: Mrs T Broughton

☎ 01522 703912 ✉ saxilbyparishcouncil@tiscali.co.uk

11th November 2008

Dear Sir/Madam

RESPONSE TO PUBLIC CONSULTATION ON THE DRAFT YORKSHIRE AND HUMBER ROUTE UTILISATION STRATEGY

Saxilby has a station on the GN/GE Joint line that is served by the direct Lincoln to Doncaster service. The Parish Council welcomes the proposal to build a station for Robin Hood Airport and significantly increase the frequency of the Lincoln to Doncaster service from 5 trains a day to hourly or better. However we consider that the assessment of this improvement, as presented in the draft RUS, seems inaccurate, incomplete and inconsistent. We consider an improved service frequency merits a much higher priority than is given by the draft RUS. Specifically:

1. The draft proposes building this new station prior to 2014 and yet does not propose increasing the service frequency until between 2014 and 2019. Surely this is not the best way to achieve a return on the investment in a new station.
2. The draft RUS presents the need to upgrade the infrastructure at Doncaster as preventing the increased service frequency. However apparent inconsistencies in the RUS throw doubt on the nature of this.
 - Network Rail has already committed to an upgrade for the GN/GE Joint Line, primarily so it can handle more freight. It is not clear to us how this upgrade is to be achieved without an upgrade to the Doncaster infrastructure.
 - The draft RUS also considers running an increased service frequency to Robin Hood Airport by extending the existing Scunthorpe – Doncaster service. While this option is rejected, it is NOT because of the Doncaster infrastructure.
3. The concurrent public consultation on the Master Plan for Robin Hood Airport (see airport's website) mentions this new station in chapter 9. At paragraph 9.44 it states that trains "can stop at the station without detriment to the existing timetable and that there is scope for additional stopping services". This is more positive than the draft RUS.

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4. The proposed upgrade of the GN/GE Joint Line presumably includes increasing the line speed to 75 mph throughout so freight services can achieve their full potential. This increase in line speed will also provide additional time needed for stopping at the new airport station.
5. The RUS estimates 5000 passengers using the airport would use the train service if a station were built. It is not clear how this figure was calculated, but it does not seem credible.
 - o The Robin Hood Airport website says it currently handles in excess of one million passengers per year. Thus the RUS assumes only 0.5% of passengers would travel to/from it by rail.
 - o This abysmally low level of usage might be accurate with the current 5 trains per day. An hourly service is surely likely to serve at least 10 times this number.
6. The RUS appears to completely ignore the fact that an hourly Lincoln to Doncaster service would attract increased patronage from the residents of Lincoln, Saxilby and Gainsborough and persons wishing to travel to these towns via Doncaster. This would come from both local journeys and the long distance travel options provided by a frequent connection to intercity and regional services at Doncaster.
7. An hourly service between Lincoln and Doncaster would make a compelling case for linking it with the almost hourly Lincoln to Peterborough service to provide a through service. This, combined with line speeds upgraded to 75 mph throughout the whole route would cut journey times and so increase passengers using the stations at Metheringham, Ruskington, Sleaford and Spalding.
8. The existing stations on the GN/GE Joint Line serve a population that is greater than the stations on the East Coast Main Line between Peterborough and Doncaster. We therefore argue that passenger services along this route should reflect the populations served rather than be shackled to the historic patterns of rail passenger services.

Gainsborough	19110	Population figures taken from	
Saxilby	4248	2001 Census	
Lincoln	85963		
Metheringham	4700		
Ruskington	5169	Retford	21314
Sleaford	15219	Newark-on-Trent	35454
Spalding	22081	Grantham	34592
TOTAL	156490	TOTAL	91360

9. It follows from the preceding paragraph that the GN/GE Joint Line should be upgraded for both passenger as well as freight. In an ideal world it would be electrified and cleared for 125 mph. However to make the best of the existing rolling stock or more modern diesel multiple units a line speed of 90 or 100 mph should be the immediate target. The route was originally built as a mainline so it would appear to have the potential to achieve this relatively easily by track renewal.

We trust that the final version of the RUS will address fully the points made above.

Yours faithfully



Mrs Tracey A Broughton
Clerk to Saxilby with Ingleby Parish Council