

# A Draft Prospectus for the East Midlands Rail Franchise

## **1. STRATEGIC OBJECTIVE**

The strategic objective for the new franchise must be to drive economic growth in the East Midlands by increasing connectivity, consistent with both the Midlands Engine and Midlands Connect initiatives.

To meet this objective, the new franchisee must seek to move towards providing rail services in the East Midlands which deliver strong links between the three major cities of Derby, Leicester, and Nottingham, linking in the growing city of Lincoln and rapidly growing smaller towns, particularly in Northamptonshire, as well as providing strong links into surrounding economies. In effect it needs to provide the same concept of regional rail services as has now been accepted and on which delivery is about to start in the North of England.

The common factor in the radically improved train services to be introduced in the North and South West is the incremental improvements that have been identified by stakeholders. The combined power of 29 local authorities and PTE's (now combined authorities) working together as Rail North on the new Northern and Trans Pennine franchises has had a major positive impact. It is seems certain that these franchises are a great deal better than the DfT would have been able to achieve alone. As a result a similar approach needs to be developed in the East Midlands.

## **2. KEY REQUIREMENTS**

### ***1. Re-mapping***

The East Midlands is the smallest of the proposed devolved rail businesses outside of London. As such we should look to control not just our local services but the links to our bigger neighbours as those services are far more important to the East Midlands than they are to other franchise areas. We therefore need to make the case for the transfer of the following services to the East Midlands franchise:

- **The Nottingham to Birmingham service from Cross-Country.** This would facilitate the restoration of through trains between Lincoln and Birmingham/ There is also potential to improve reliability with trains and crews working in and out of Birmingham New Street with no crew relief issues,
- **The Birmingham to Leicester and Stansted Airport service from Cross-Country.** This would enable more effective integration with both the Liverpool to Norwich and the proposed Manchester Airport to Stansted Airport service.

### ***2. The short-term requirements***

A short term proposal for the next East Midlands franchise should require the incoming franchisee to:

- Eliminate the capacity constraints caused by overcrowding,

- Improve journey times between the four East Midlands cities of Derby, Leicester, Lincoln and Nottingham and between these four cities and the key economic centres of Birmingham, Cambridge, Leeds, Liverpool, London and Manchester,
- Develop local services in the region with reduced journey times, and increased service frequencies,
- Develop hubs at Derby, Leicester, Lincoln and Nottingham that optimise connections between services,
- Enhance facilities on both rolling stock and at stations throughout the region to the standard being delivered elsewhere:
  - ✓ Wi-fi on trains at key stations,
  - ✓ Improve bus connections,
  - ✓ More ticket machines,
  - ✓ Improve facilities at stations, toilets, waiting areas, car parking etc.
- Provide the rolling stock necessary to provide for growth.

### **3. Medium-term requirements**

Our request to Government should also include requests that require:

- A target of 60mph average speed for journeys between key East Midlands cities and also to key economic centres outside the region as agreed for the Northern Hub,
- Bidders for the East Midlands franchise to be required to identify:
  - ✓ services where increased frequency would permit more limited stop trains to deliver improved journey times,
  - ✓ services where improved journey times would lead to improved utilisation of both rolling stock and train crews,
  - ✓ train service improvements above the base specification.

### **3. THE OPTIONS FOR CONSIDERATION**

To improve the connectivity across the Midlands the following options should be considered:

*Connectivity to/from London:*

- An hourly service between Lincoln and Newark Northgate focused on enhancing connections at Newark to/from London,
- The journey time between Nottingham and London to be reduced to 90 minutes.

*Connectivity to/from the North:*

- An hourly service between Leicester and Manchester to run via Derby and Dore South Curve.
- An hourly limited stop service between Stansted Airport and Manchester via Leicester, Nottingham and Dore South Curve. This would also enhance connectivity to/from East Anglia,
- An hourly service between Lincoln and Doncaster focused on enhancing connections at Doncaster to/from Leeds, York and other Northern cities.

*Connectivity across the Midlands:*

- Restoration of an hourly limited stop service between Nottingham and Crewe to link into the major HS2 Hub at Crewe.
- Restoration of an hourly service between Lincoln, Newark and Birmingham via Nottingham and Derby with limited stops,
- Restoration of an hourly service between Nottingham and Coventry via Leicester with limited stops (to be linked to the second Lincoln to Nottingham service to provide faster Lincoln and Newark journeys to/from Leicester),
- An increase in service frequency between:
  - ✓ Derby and Nottingham,
  - ✓ Derby and Crewe,
  - ✓ Nottingham and Leicester,
  - ✓ Nottingham and Lincoln.
- To increase capacity, additional hourly peak-hour services in each direction should be provided between:
  - ✓ Nottingham and Newark by extending Matlock to Nottingham trains to/from Newark Castle,
  - ✓ Derby and Ambergate by extending Derby to Crewe trains to/from Ambergate,
  - ✓ Lincoln and Sleaford,
  - ✓ Spalding and Peterborough.
- To increase capacity, there is a need for additional vehicles on some services to/from Skegness during the summer and at bank holidays to support the economy of the Lincolnshire Coast.
- Normal hours of operation should be between 06.00 and 22.00 with services outside those hours being operated when there is evidence that they would support the night time economy.

*Working towards further connectivity across the Midlands:*

- The franchisee must work with other agencies to develop proposals to re-open the following freight lines to passenger trains:
  - ✓ Leicester to Burton-on-Trent via Coalville,
  - ✓ Nottingham to Ollerton (by extending the Nottingham to Mansfield Woodhouse trains).

*Sunday Services:*

- There is a need to enhance Sunday train services across the Region.

## **4. THE PROPOSALS**

### ***1. An East Midlands Regional Express Network***

Whilst the electrification of the Midland line should deliver improved connectivity across the East Midlands, it is equally important that other services in the region are enhanced. This should be done by creating a Regional Express network by:

- Enhancing the existing hourly Norwich to Liverpool service, including a review of the current stopping pattern and timetabling,

- Providing an additional limited stop hourly service from Cambridge (possibly Stansted Airport) to Manchester operating via Leicester, Nottingham and Dore South curve,
- Providing an additional hourly service from Leicester to Manchester operating via Derby and Dore South curve,
- Restoring an hourly limited stop service of through trains between Lincoln and Birmingham via Derby,
- Restoring two trains per hour between Lincoln and Nottingham and faster journeys from Lincoln and Newark to Leicester with limited stops south of Nottingham,
- Restoring an hourly limited stop service of through trains between Nottingham, Stoke-on-Trent and Crewe via Derby, thereby providing two trains per hour between Derby and Crewe.

The existing Birmingham to Leicester and Stansted Airport service should also be included in the East Midlands Regional Express network. The network should have a target of 60mph average speed for journeys between key East Midlands cities and also to key economic centres outside the region as agreed for the Northern Hub.

There is a need to improve the abysmal service between Lincoln and London and this should be done by providing an hourly service from Grimsby (possibly Cleethorpes) to Newark Northgate focusing on improved connections at Newark with ECML services. The service should be integrated with VTEC's proposed Lincoln to London service and also included in the East Midlands Regional Express network.

Rolling stock operating East Midlands Regional Express services should have air-conditioning and a minimum speed of 90mph.

## ***2. Development of Hubs at Derby, Leicester, Lincoln and Nottingham.***

A metro style operation should be introduced in the East Midlands with hubs at Derby, Leicester, Lincoln and Nottingham that optimise:

- Connectivity through improved connections between services,
- Increased and regular frequencies on a standard hour basis,
- Fixed platforming where possible to facilitate connections between trains. Ideally all trains to specific destinations should depart from the same platform each hour,

### **DERBY HUB:**

The following services are proposed from Derby:

#### *Birmingham Corridor 4tph*

- 2tph on Sheffield to Birmingham axis (Cross-Country franchise),
- 1tph Nottingham to Cardiff (Cross-Country franchise),
- 1tph Lincoln to Birmingham (limited stop).

NEEDS note re additional services from Tamworth (West Midlands RUS)

#### *Leicester /London Corridor 3tph*

- 2tph Sheffield to London,
- 1tph Manchester to Leicester.

*Matlock corridor 1tph off-peak, 2tph peak*

- 1tph Nottingham to Matlock (off-peak),
- 1tph Newark Castle to Matlock (peak),
- 1tph Derby to Ambergate (peak only).

*Nottingham corridor 4tph*

- 1tph Cardiff to Nottingham (Cross-Country franchise),
- 1tph Birmingham to Lincoln (limited stop),
- 1tph Crewe to Nottingham (limited stop),
- 1tph Matlock to Nottingham (off-peak), to Newark Castle (peak only).

*Sheffield and North-West corridor 5tph*

- 2tph London to Sheffield,
- 2tph on Birmingham to Sheffield axis (Cross-Country franchise),
- 1tph Leicester to Manchester via Dore South Curve.

*Stoke-on-Trent and Crewe corridor*

- 1tph Nottingham to Crewe (limited stop)
- 1tph Derby to Crewe (from Ambergate in the peak).

**LEICESTER HUB**

*Birmingham/Coventry Corridor 3tph*

- 1tph Stansted Airport to Birmingham,
- 1tph Coventry to Lincoln (limited stop)
- 1tph Leicester to Birmingham stopping service

*Derby Corridor 3tph*

- 2tph London to Sheffield,
- 1tph Leicester to Manchester.

*London Corridor 4/6tph*

- 2tph Nottingham to London,
- 2tph Sheffield to London,
- 2tph Corby to London.
- Loughborough, Market Harborough and Kettering to each have at least 1tph with no more than one intermediate stop
- All principal stations between Bedford, Derby, Nottingham and Sheffield to have twice hourly connectivity, either by through trains or easy connections.

*Nottingham Corridor 5tph*

- 2tph London to Nottingham (limited stop),
- 1tph Coventry to Lincoln (limited stop),

- 1tph Stansted Airport to Manchester Airport via Leicester and Nottingham (limited stop),
- 1tph Leicester to Nottingham (stopping service) – to be operated with electric trains after MML electrification.

*Peterborough Corridor 2tph*

- 1tph Birmingham to Cambridge and Stansted Airport
- 1tph Manchester Airport to Stansted via Nottingham and Leicester (limited stop).

**LINCOLN HUB:**

The following services are proposed from Lincoln:

*Gainsborough, Doncaster, Sheffield corridor*

- 1tph Lincoln to Sheffield,
- 1tph Lincoln to Doncaster (that optimises connections to/from the North).

*London via Newark Northgate Corridor*

- 1tph Grimsby Town to Newark Northgate via Lincoln (that optimises connections to/from London).

*Market Rasen, Grimsby corridor*

- 1tph Newark Northgate to Grimsby Town.

*Nottingham Corridor 2tph*

- 1tph Lincoln to Birmingham,
- 1tph Lincoln to Coventry via Leicester.

Note: The existing stopping pattern between Lincoln and Nottingham to be subject to review following experience with the recently enhanced timetable.

*Sleaford, Spalding, Peterborough corridor 1tph off-peak, 3tph peak*

- 1tph Lincoln to Peterborough,
- 1tph Lincoln to Sleaford (peak only),
- 1tph Spalding to Peterborough (peak only).

**NOTTINGHAM HUB:**

The following services are proposed from Nottingham:

*Derby Corridor 4tph*

- 1tph Nottingham to Cardiff (Cross-Country franchise),
- 1tph Lincoln to Birmingham (limited stop),
- 2tph Nottingham to Crewe (1tph limited stop),

- 1tph Nottingham to Matlock (off-peak),
- 1tph Newark Castle to Matlock (peak),

#### *Grantham Corridor 2tph*

- 1tph Liverpool to Norwich,
- 1tph Nottingham to Skegness,

#### *Leicester Corridor 5tph*

- 2tph Nottingham to London,
- 1tph Lincoln to Coventry (limited stop),
- 1tph Manchester Airport to Stansted Airport via Nottingham and Leicester (limited stop),
- 1tph Nottingham to Leicester (stopping service) – to be operated with electric trains after MML electrification.

#### *Lincoln and Newark Corridor 2tph off-peak, 3tph peak*

- 1tph Birmingham to Lincoln,
- 1tph Coventry to Lincoln,
- 1tph Matlock to Newark Castle (stopping service) (peak only).

Note: The existing stopping pattern between Nottingham and Lincoln to be subject to review following experience with the recently enhanced timetable.

#### *Mansfield Corridor 2tph*

- 1tph Nottingham to Worksop,
- 1tph Nottingham to Ollerton.

#### *Sheffield Corridor 2tph*

- 1tph Norwich to Liverpool,
- 1tph Nottingham to Bradford (Northern service),
- 1tph Stansted Airport to Manchester Airport via Leicester and Nottingham (limited stop).