

## East Midlands Councils

### Strategic Statement for the East Midlands Rail Franchise

The East Midlands has helped to lead the UK out of recession, with particularly strong private sector job growth over the last five years. The East Midlands has huge potential for export-led growth (already accounting for 20% of GVA) and is well placed to thrive in a post-Brexit economy. We also have a strong academic network, with a number of high performing universities and colleges that can support the development of a strong knowledge based economy.

Latest projections from the Office of National Statistics suggest the population of the East Midlands will rise by half a million people to 5.1 million by 2030 – the fastest growth outside London and the wider south east. Key hot spots include the cities of Derby, Leicester, Nottingham and Lincoln which all have young, dynamic and well educated populations. But it is the town of Corby that has the highest projected population growth outside of London – a 16.7% increase over the next 10 years.

The East Midlands has consistently delivered a higher proportionate share of the nation’s housing supply. Councils remain committed to the delivery of new housing to meet local needs and future economic prospects, with plans to deliver an additional 400,000 new homes over the next 20 years.

#### **1. STRATEGIC OBJECTIVE**

The strategic objective for the new East Midlands Rail Franchise starting 22 July 2018, and therefore the franchisee, is to support the drive for economic growth across the East Midlands by increasing connectivity, for people and businesses, in three ways over the 7-10 year franchise duration:

- i. **Intercity** connectivity from the East Midlands to the major cities in the UK, especially London, Birmingham, Manchester and Liverpool, Leeds and Sheffield, Cambridge and Scotland, and key air and sea ports;
- ii. Between Derby, Leicester, Lincoln and Nottingham which are the four **Regional Hub** cities within the East Midlands;
- iii. Access to the **east coast**, especially Skegness from Grantham, to serve the expanding visitor economy; and,
- iv. **Local services** providing access for outlying communities into the key towns and Regional Hub cities of the East Midlands.

This requirement to improve intercity, regional hub and local rail services is consistent with both the Midlands Engine and Midlands Connect initiatives. These improvements to routes, capacity and quality will help make travel attractive to people and increase use of the regions railway.

As well as providing rail services, the Franchise winner is expected to play a role in the community through employing locally, purchasing locally and minimising their local environmental impact wherever possible.

In collaboration with the East Midlands Councils (EMC) and the Department for Transport (DfT), the new franchisee is expected to deliver service improvements which addresses the connectivity issues and especially provides stronger links between the major cities of Derby, Leicester, Lincoln and Nottingham as well as improving connectivity into the smaller but rapidly growing towns, including in Northamptonshire. The success of this approach is evidenced elsewhere in the North and South West through collaborative working between DfT and these region’s local authorities, around the shared objective of securing economic growth and in turn increased rail patronage. This collaboration resulted in a much stronger positioning of the rail offer within the local markets than might otherwise have been achieved through centralised procurement, without the benefit of local knowledge.

This Strategic Statement assumes committed delivery of schemes by Network Rail in CP5 and those “unpaused” but delayed, for example the electrification north of Bedford to Nottingham and Sheffield by 2023. These investments are seen as key to facilitating delivery of many of the proposed strategic interventions.

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#### 2. KEY REQUIREMENTS

- 2.1 Locally the requirement to improve intercity, regional hub express and stopping local rail services, means that each *service type* has its own needs, but common across each service type is the need to:
- **Ensure sufficient capacity** is provided to address the existing problems of over-crowding, adequately meet today's needs and be able to accommodate the anticipated growth of each town/City throughout the life of the franchise;
  - **Provide the right quality of train** that is attractive to existing and potential customers and importantly meets the travelling needs appropriate to the intercity, regional or local trip being made and branded accordingly, and allowing customers to make best use of their time whilst travelling. EMC are seeking new rolling stock on intercity routes into London to provide a comparable customer offer to Mainline services from the north;
  - **Minimise journey time, improve connectivity and increase frequency.**
  - **7 day railway serving a 7-day economy by providing services meeting peoples' needs**, meeting the diverse economic, retail and leisure needs of the East Midlands region.

#### 2.2 Intercity connectivity

Intercity services are essential to support the economic vitality of the region, this is because it is important to connect businesses to their customers and core markets. Nationally the East Midlands depends on good links to London, the West Midlands, Yorkshire, Lancashire, Cambridge and the north.

Connectivity to international markets needs to be secured from airports starting by serving those within the franchise area, including East Midlands Airport and London Luton airport, but also access to London Airports and Manchester from which long-haul markets can be reached, and other regional areas surrounding the region.

To support this we are looking to secure frequent services with improved journey times between the four Regional Hub stations and London. In particular we are seeking journey times between London to Nottingham and Leicester respectively of 90 and 60 minutes (or better) and a comparable speed on other London routes, but this must not be at the price of reduced stops at other Hub stations, for example Derby.

On limited stop services to the key economic centres of Birmingham, Cambridge, Leeds, Liverpool and Manchester we are looking to secure at least 60mph journey times, meaning rolling stock must be able to travel at 90mph or faster.

To provide a focused, coordinated and singularly promoted rail offer, which introduces new fleet onto intercity routes into London and optimises fleet deployment and which supports the further growth of the East Midlands economic region brand, it is considered important that the following services form part of the East Midlands franchise:

- **The Nottingham to Birmingham service from Cross-Country.** This could facilitate the restoration of through trains between Lincoln and Birmingham, by providing the option to coordinate the timetable or potentially even convert the two services into a single through service.
- **The Birmingham to Leicester and Stansted Airport service from Cross-Country.**  
This would enable more effective integration with the existing Liverpool to Norwich service.

#### 2.3 Regional Hub connectivity

Access between the four Regional Hub cities within the East Midlands is also economically important as this connects customers to their markets and supports spend within the region. To support this we are looking to secure improved journey times between the four East Midlands cities of Derby, Leicester, Lincoln and Nottingham into which local services also connect, and improved access to the regions airports.

To be road competitive and optimise use of passenger's time, these services should achieve at least 60mph journey times and should be timetabled so that they are regular, evenly spaces, turn-up and go frequency, suggesting 3 tph minimum and more frequent if demand requires.

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#### **2.4 Local connectivity**

We are looking to develop local services in the region offering reduced journey times and increased service frequencies, where capacity justifies, that connect communities into the four Hub City centres and travel onto other areas through interchange at these and other key stations which offer attractively timed interchange for East Coast and Cross Country services. EMC sees the characteristics of these services to include:

- Faster train times through better acceleration and more time-efficient braking, use of multiple unit trains, quicker boarding times and offering a high standard of facilities and comfort for customers;
- Ideally turn-up and go frequency, especially on local lines. This may necessitate a Tram/Train style of operation and signal control;
- Integrated with other train services, tram and local buses; and
- Stations located within local communities (suburban or rural).

#### **2.5 Stations**

Stations have a key role to play in the East Midlands, they:

- support the service requirements set out above;
- contribute to a strong end-to end journey experience for customers;
- facilitate attractive connections for customers between rail and other public transport services; and,
- importantly provide strong gateways into the economic city centres of Derby, Leicester, Lincoln and Nottingham.

Enhanced facilities at stations throughout the region are required to meet the needs of customers and encourage confident rail use:

- Unconditional, free reliable Wifi at key stations
- Improve bus connections
- Appropriately staffed given the station use and characteristics
- More ticket machines, commensurate with station use
- Be fully accessible
- Improve facilities at stations, toilets, waiting areas, car parking, information including real-time disruption information etc.
- Safe, secure and attractive cycle facilities to promote park and ride
- Easily understood and well promoted, value for money tickets which are easy to purchase and support integrated travel options.

#### **2.6 Economic, efficient and effective**

To enable bidders to meet the needs of the East Midlands Region, at a price the tax payer can afford, it is essential that bidders identify where savings might be made which allow resources to be invested in faster services or increased frequency services. However this must not be to the detriment of smaller communities and must not create social isolation without public consultation and the support of East Midlands Councils. Savings might be secured through improved journey times leading to improved utilisation of both rolling stock and train crews through services across the four Regional Hub stations

#### **2.7 Summary**

These requirements are summarised in the following table, which should be read in conjunction with the idealised service pattern set out in the **Annex**:

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	<b>Intercity</b>	<b>Regional Hub</b>	<b>Local</b>
<b>Capacity</b>	Capacity to meet needs with 100% seating	Be able to accommodate needs throughout the franchise, with no one standing for longer than 20 minutes and no one left at the station	Be able to accommodate needs throughout the franchise, with no one standing for longer than 20 minutes and no one left at the station
<b>Quality</b>	<p>Comparable feel to other Mainline offers (e.g WCML) into London, through investment in new trains.</p> <p>For East/West destinations then a comparable feel to other regional express offers (e.g Trans-Pennine).</p> <ul style="list-style-type: none"> <li>• Unconditional, free, reliable and fast WiFi continuously for the full journey duration</li> <li>• Air Conditioned</li> <li>• Fully accessible</li> <li>• East Midlands Intercity/regional branded (as appropriate)</li> </ul>	<p>Comparable feel to other regional express offers (e.g Trans-Pennine).</p> <ul style="list-style-type: none"> <li>• Unconditional, free, reliable and fast WiFi continuously for the full journey duration</li> <li>• Air Conditioned</li> <li>• Fully accessible</li> <li>• East Midlands branded regional</li> </ul>	<p>Comparable feel to other local service offers (e.g <u>Proposed Northern</u>).</p> <ul style="list-style-type: none"> <li>• Unconditional, free, reliable and fast WiFi continuously for the full journey duration</li> <li>• Attractive and clean toilets</li> <li>• Fully accessible</li> <li>• East Midlands local branded</li> </ul>
<b>Journey time, connectivity and frequency</b>	<p>90mins Nottingham to London, 60 minutes Leicester to London and similar journey speed on other London routes.</p> <p>90mph train speed capability (ave. 60mph) on express services to other cities in adjoining regions, including West Midlands, Yorkshire and the North, Lancashire and Cambridge.</p> <p>Clock-face timetable and standard platforming.</p>	<p>90mph train speed capability (ave. 60mph) express services between the four Regional Hub stations of Derby, Leicester, Lincoln and Nottingham (and beyond).</p> <p>Services designed to connect into Intercity services.</p> <p>Connectivity to regional airports.</p> <p>Clock-face timetable and standard platforming.</p>	<p>Faster than the car alternative.</p> <p>Services designed to serve local communities and connect into the four Regional Hubs and Intercity services.</p> <p>Clock-face timetable and standard platforming.</p>
<b>7 day railway</b>	<p>Sunday services comparable to Mon-Sat</p> <p>First and last services to be timed to meet current needs (min 06:00-22:00) with airport station services timed to meet the staff, customer check in and evening flight times</p>	<p>Sunday services comparable to Mon-Sat</p> <p>First and last services to be timed to meet current needs (min 06:00-22:00) with airport station services timed to meet the staff, customer check in and evening flight times</p>	<p>Sunday services comparable to Mon-Sat</p> <p>First and last services to be timed to meet current needs (min 06:00-22:00) with airport station services timed to meet the staff, customer check in and evening flight times</p>
<b>Ticketing</b>	<p>Easily understood and well promoted, value for money tickets which are easy to purchase and support integrated travel options.</p> <p>Smart ticketing provided in collaboration with Midlands Connect.</p> <p>Fares should be comparable to service characteristics.</p>	<p>Easily understood and well promoted, value for money tickets which are easy to purchase and support integrated travel options.</p> <p>Smart ticketing provided in collaboration with Midlands Connect.</p> <p>Fares should be comparable to service characteristics.</p>	<p>Easily understood and well promoted, value for money tickets which are easy to purchase and support integrated travel options.</p> <p>Smart ticketing provided in collaboration with Midlands Connect.</p> <p>Fares should be comparable to service characteristics.</p>

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#### **3. SERVICE OPTIONS FOR CONSIDERATION**

Having set out the strategic objectives above, the following text suggests service options which bidders may wish to consider in fulfilment of the strategy. Whilst the electrification of the Midland mainline should deliver improved connectivity and service offer, improvement should also include services and destinations not benefitting from the planned electrification and other planned CP5 infrastructure improvements.

Through the bidding process these should be discussed with the East Midlands Councils, working through priorities, limitations and potential downsides (which may require public consultation prior to implementation).

The following ideas and options should be read alongside the Annex aspirations.

#### **3.1 Intercity**

##### **3.1.1 To London**

- The journey time between Nottingham/Leicester and London to be reduced to 90/60 minutes respectively, and comparable speeds to other locations.
- An hourly service between Lincoln and Newark Northgate focused on enhancing connections at Newark to/from London. This might be done by providing an hourly service from Grimsby (possibly Cleethorpes). The service should be integrated with VTEC's proposed Lincoln to London service. Similarly timings at other north and south bound East Coast stations should be planned to enable interchange.

##### **3.1.2 To other regions**

The network should have a target of 60mph average speed for journeys between key East Midlands cities and to key economic centres outside the region operated by rolling stock capable of achieving 90mph.

##### **Manchester/Trans-Pennine**

- An hourly service between Leicester/Derby extended to Manchester, to run via Dore South Curve to minimise journey time. This could be linked to a new service from Cambridge (possibly Stansted Airport) to Leicester and Nottingham.
- Improving the speed and timetable connectivity of the existing hourly Norwich to Liverpool service, including a review of the current stopping pattern and timetabling. Any proposal to split this service should be subject to joint user and stakeholder consultation, and full and meaningful dialogue with EMC, who do not wish to see detriment through a split service (for example).
- For capacity reasons, providing two trains per hour between Derby and Crewe, potentially by restoring an hourly limited stop service of through trains between Nottingham, Stoke-on-Trent and Crewe via Derby.

##### **Birmingham and the West Midlands**

- An hourly limited stop service of through trains between Lincoln and Birmingham via Derby, this would be in addition to the stopping service. This might be via the restoration of an hourly service between Lincoln, Newark and Birmingham via Nottingham and Derby but with limited stops.
- The existing Birmingham to Leicester and Stansted Airport service should also be included in the East Midlands Regional Express network.
- An hourly service between Nottingham and Coventry via Leicester with limited stops. This might potentially be linked to a second Lincoln to Nottingham service to provide faster Lincoln and Newark journeys to/from Leicester)

##### **Yorkshire and the North**

- Improved links to Leeds and North, from the East Midlands by extending the existing London, Leicester, Derby, Sheffield services to Leeds and the north.

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- An hourly service between Lincoln and Doncaster focused on enhancing connections at Doncaster to/from Leeds, York and other Northern cities, again this means timing services to support interchange with ECML and Cross-Country services.

#### 3.2 Regional Hubs

The network should have a target of 60mph average speed for journeys between key East Midlands cities and to key economic centres outside the region operated by rolling stock capable of achieving 90mph.

- Restoring two trains per hour between Lincoln and Nottingham and faster journeys from Lincoln and Newark to Leicester with limited stops south of Nottingham.
- An increase in service frequency and therefore capacity between:
  - Derby and Nottingham,
  - Derby and Crewe,
  - Nottingham and Leicester,
  - Nottingham and Lincoln.

#### 3.3 Local

To increase capacity, strengthened trains, or better additional hourly peak-hour services in each direction should be provided between:

- Nottingham to Grantham stopping service to provide peak hour stops at all stations, and ideally throughout the day too.
- Derby and Ambergate - possibly by extending the Derby to Crewe trains. 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 tourism based economy of the Lincolnshire Coast.

#### 3.4 Other

- **Sunday Services** - There is a need to enhance Sunday train services across the Region, reflecting modern leisure, retail and short break markets.
- **Hours of operation** – the minimum service pattern should require services to depart terminal stations at or before 06:00 and run until at least 22:00, longer if the market demands. At Airports services need to be times to match the needs of staff and customers at the airport.
- **Proactive planning for events** – service strengthening and where required additional services to meet the seasonal and major-event needs.
- **Planning for the future and improving connectivity across the Midlands** - The franchisee must work with other East Midlands Councils and other agencies to plan excellent connection into the HS2 plans, centred around Toton, including potentially opening new lines to passenger services, such as extending the Nottingham to Mansfield Woodhouse trains to Ollerton.

**Status: Approved by EMC Executive Board 9<sup>th</sup> December 2016**

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### ANNEX

#### **A summary of the East Midlands Regional service aspirations**

##### **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, and
- Service frequency into the Hub stations aligned to the specification below.

**DERBY HUB:** The following East Midlands Franchise service pattern is envisaged from Derby:

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

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

##### *Birmingham Corridor 4tph*

- 1tph Lincoln to Birmingham (limited stop).

##### *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 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,
- 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:** The following East Midlands Franchise service pattern is envisaged from Leicester:

##### *London Corridor 4/6tph*

- 2tph Nottingham to London,
- 2tph Sheffield to London, with 1 tph extending to Leeds or even beyond and 1tph to Manchester
- 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.

##### *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.

##### *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.

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#### *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 East Midlands Franchise service pattern is envisaged from Lincoln:

#### *London via Newark Northgate Corridor*

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

#### *Lincoln, Gainsborough, Doncaster corridor (GNGE route)*

- 1tph Lincoln to Doncaster (that optimises ECML and Cross Country connections to/from the North).

#### *Lincoln, Sleaford, Spalding, Peterborough corridor 1tph off-peak, 3tph peak (GNGE route)*

- 1tph Lincoln to Peterborough, ECML timed connections
- 1tph Lincoln to Sleaford (increasing peaks),
- 1tph Spalding to Peterborough (increasing peaks), ECML timed connections.

#### *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, ECML timed connections
- 1tph Lincoln to Sleaford (peak only),
- 1tph Spalding to Peterborough (peak only), ECML timed connections.

**NOTTINGHAM HUB:** The following East Midlands Franchise service pattern is envisaged from Nottingham:

#### *Derby Corridor 4tph*

- 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),

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

#### **Other**

- 2tph Corby to London
- Regular access to Airport stations
- Services timed at key interchange stations along the East Coast Mainline and Cross Country network