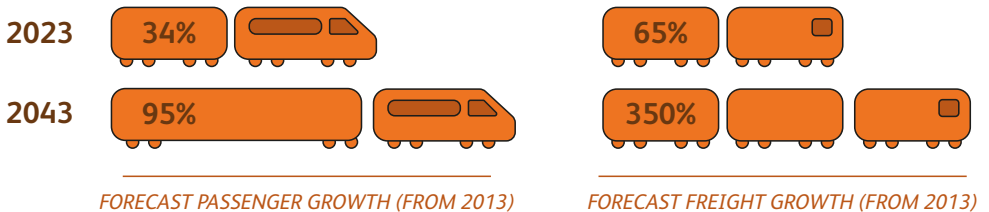


## The Railway in the East Midlands

Rail usage is more popular than ever. 40 per cent more passengers travel today than ten years ago and freight demand has grown at a rate of 2.5 % per annum across the network since the mid-1990s. This pattern is forecast to continue:



A programme of works is already underway to deliver improved train services in the East Midlands over the next ten years. The industry-wide programme benefits include:

- Reduced journey times for passengers and freight
- Increased capacity leading to more trains running
- Greater capacity on trains to cater for growing passenger numbers
- Reduced rail industry costs
- Reduced carbon emissions through creation of an electrified route.

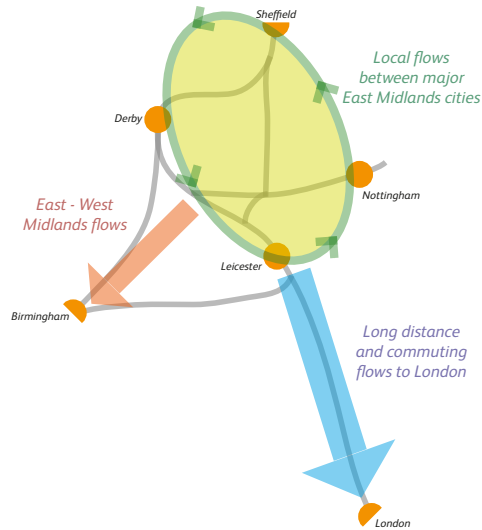
***Strong east-west connectivity is critical to supporting the economy of the region. Passenger numbers are expected to increase by 30% at Leicester, Derby and Nottingham by 2023.***

30%



# Choices for funders

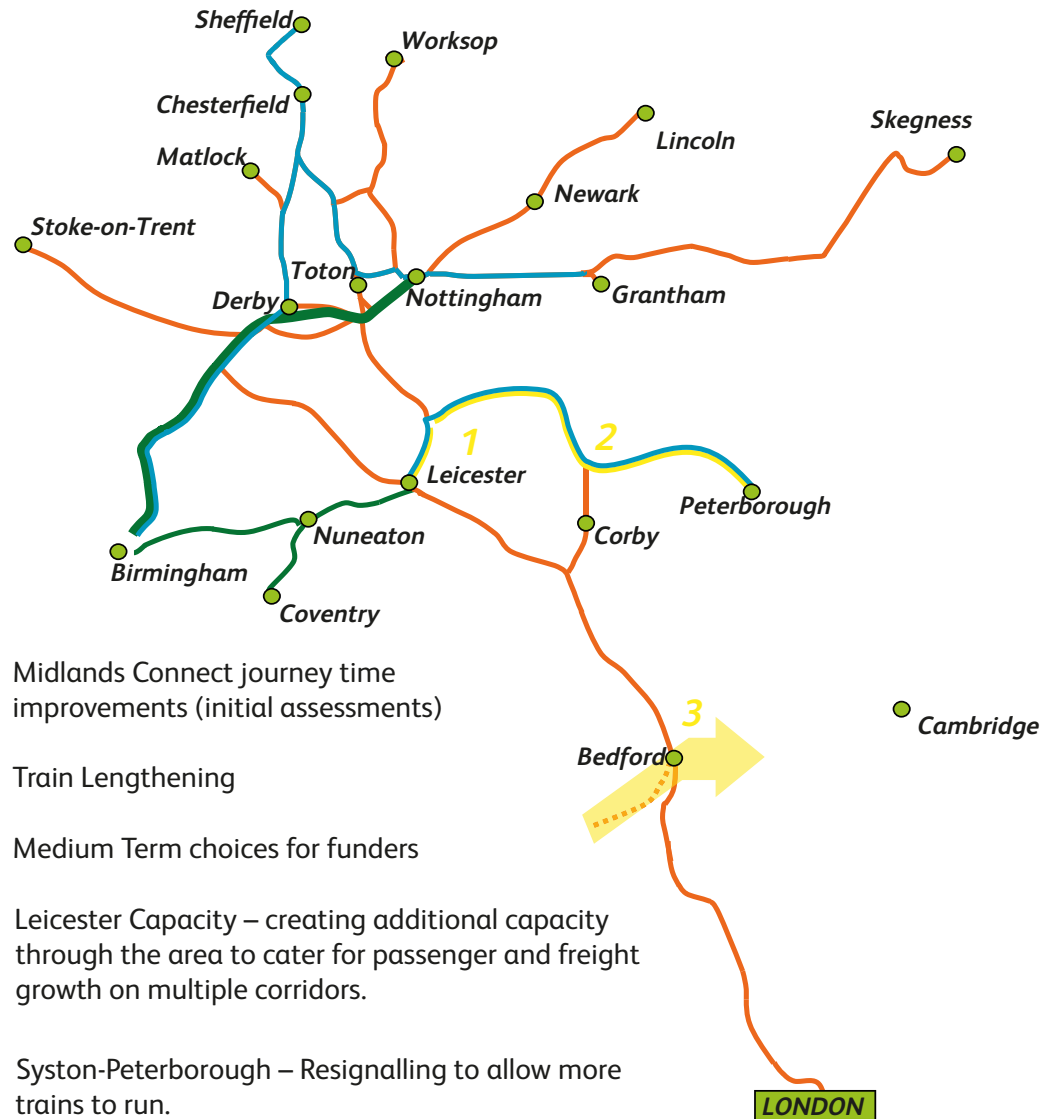
The **East Midlands Route Study** identifies important corridors for growth and highlights expected increases in passenger and freight flows.



**Freight services** across the East Midlands serve a number of different markets. Key flows include intermodal container traffic from Felixstowe ports to the West Midlands and movement of construction materials from Peak District quarries to London.



Each freight train takes up to 76 lorries off the road



Midlands Connect journey time improvements (initial assessments)

Train Lengthening

Medium Term choices for funders

- 1 Leicester Capacity – creating additional capacity through the area to cater for passenger and freight growth on multiple corridors.
- 2 Syston-Peterborough – Resignalling to allow more trains to run.
- 3 East West Rail Central Section Development - to develop proposals for unlocking growth, housing and jobs in the Cambridge – Milton Keynes – Oxford corridor.

**Network Rail** is working as part of the **Midlands Connect** partnership to further understand the role rail can play in driving economic growth throughout the Midlands. This includes developing options for journey time improvements along key corridors across the Midlands as part of the Route Study process. The developing work and analysis carried out within the partnership will also identify future priorities and choices for funders.

Ongoing Midlands Connect work packages include:

- HS2 readiness
- Hubs and corridors
- Freight and International Gateways
- Smart connectivity



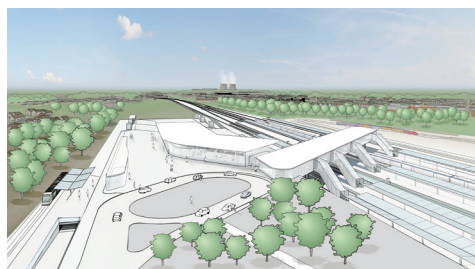
Midlands Connect

Network Rail has identified the possible interventions shown on the map as medium term priorities, and is committed to working with funders to establish investment opportunities.

# Planning for the future



High Speed 2 Phase 2 is planned to begin full operation in 2033, connecting the North West and Yorkshire to the high speed network at Birmingham. The eastern leg to Yorkshire will include an East Midlands Hub station with Toton confirmed as the preferred location.



*HS2 artist's impression of a potential design for the EM Hub station at Toton*

Network Rail is working closely with HS2 Ltd and local councils to understand how to make best use of potential opportunities created by HS2. This includes connecting communities to HS2; identifying options to change existing service patterns; and the potential to align infrastructure works to reduce cost and disruption to the industry.

## Digital Railway



The Digital Railway programme is being developed to accelerate the introduction and roll out of new technologies on the rail network. The East Midlands Route Study assesses how, by using technology, there may be opportunities to meet future demand and improve the experience of rail users without the need for disruptive and costly infrastructure interventions.

***The full Route Study is available at:***

**[www.networkrail.co.uk/long-term-planning-process/route-studies](http://www.networkrail.co.uk/long-term-planning-process/route-studies)**