



DECEMBER 2020 TIMETABLE CONSULTATION

Major changes – have your say



EAST MIDLANDS RAILWAY

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Major changes in 2020

Hello and welcome to the public consultation into the December 2020 East Midlands Railway timetable.



First of all, I would like to sincerely thank you for taking the time to read and feedback on these proposals.

As we outlined when the East Midlands Railway franchise started in August, our proposals will help to support a thriving East Midlands and provide thousands more seats, faster journeys, additional regional services, more Sunday services, earlier and later trains during the week as well as better connections to airports.

December 2020 is an important milestone for the East Midlands as it is the first time the additional seats and services made possible by the £1.5 billion Midland Main Line Upgrade will be provided to passengers. This includes the introduction of EMR Electrics services between London and Corby as well as changes to our EMR Intercity timetable.

We will also be introducing further improvements to our EMR Regional services in December 2020 but more significant improvements, with additional journeys and new options for passengers, will be provided in December 2021.

Finally, December 2022 will see the full introduction of our brand new bi-mode trains serving the Midland Main Line and introducing further journey time improvements.

A new timetable is always the result of close collaboration between everyone who manages and uses the railway; this includes the requirements set out by the Government, the access needed by our colleagues at Network Rail as well as the space and time needed by other passenger and freight train operators.

Although a number of the changes outlined in this document, such as the introduction of new services between London and Corby, are a requirement of our franchise, and are therefore fixed, there is still the opportunity to fine tune and improve our plans and your feedback is an important part of that process.

Nonetheless, our aim is always to provide the best possible service and travel options for our passengers right across the network.

On behalf of everyone at East Midlands Railway, I am grateful for your time and views. Please consider the proposals outlined in this document and then provide your feedback in the ways outlined towards the end of this document.

Thank you.

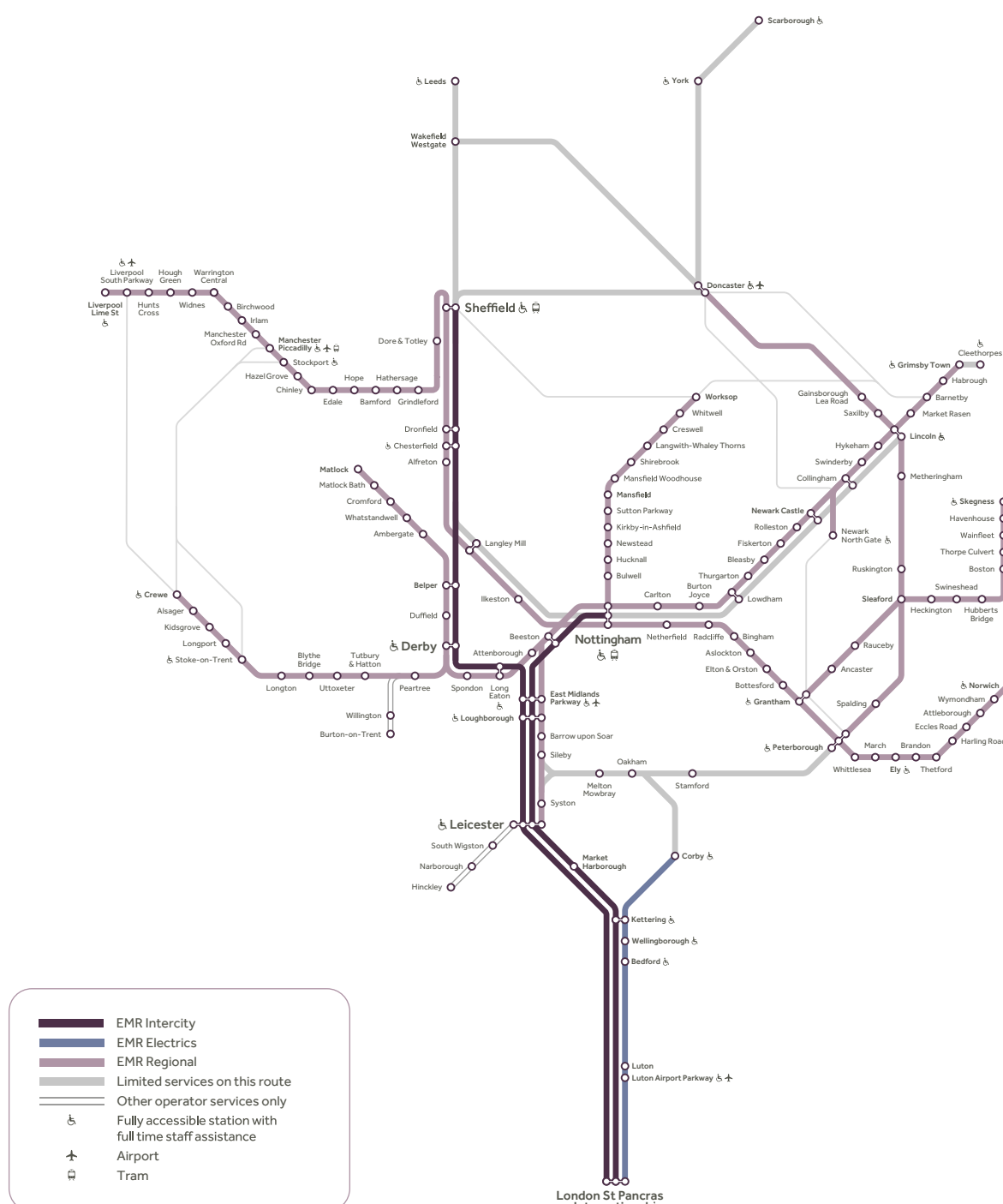


Julian Edwards
Managing Director, East Midlands Railway

Summary of proposals

Our proposals for the December 2020 timetable will deliver thousands more seats, quicker journeys, more consistent departure times and dedicated services for towns and cities across the East Midlands.

As part of this commitment, we will be operating three distinct service groups right across the EMR network: EMR Intercity, EMR Electrics and EMR Regional.



EMR INTERCITY

Detailed summary can be found from page **09**

The Midland Main Line connects London St Pancras International with the towns and cities of the East Midlands and beyond, including Leicester, Nottingham, Derby and Sheffield.

At a glance:

- Journeys to London up to 30 minutes quicker.
- Earlier morning and later evening services from Sheffield and Nottingham.

Our proposals for EMR Intercity services will see quicker services to and from London St Pancras International and a simpler, more consistent timetable with standard departure times.

In 2020/21, we will also start to replace our High Speed Trains with more modern diesel trains with improved passenger facilities. And by December 2022, our fleet of brand new, more environmentally friendly bi-mode trains will be in service.

EMR ELECTRICS

Detailed summary can be found from page **20**

New for East Midlands Railway, EMR Electrics will begin operation in December 2020.

These services meet our franchise requirement to segregate services between Corby and London St Pancras International.

Our proposals will provide a more frequent service with electric trains serving Corby, Kettering, Wellingborough, Bedford, Luton and Luton Airport Parkway. The trains will run every 30 minutes throughout the day on weekdays from 06:00 to 22:00 and will provide thousands more seats for passengers.

At a glance:

- East Midlands Railway services will resume calling at Bedford and Luton in both directions during weekday mornings and evenings.

- Over 4,000 seats for passengers every weekday morning.
- Reintroduction of peak services between Wellingborough and Bedford meaning passengers will not need to use the replacement coach service.
- EMR Electrics will typically be comprised of 12-carriage electric trains in peak hours with over 600 seats per train. This is over 40% more than the longest train we run on this route today.
- New London Luton Airport express service – running every 30 minutes and linking the airport with central London in just 23 minutes.
- A consistent service, with departures every 30 minutes from 06:00 to 22:00 throughout the day, with further late night and early morning services.

EMR REGIONAL

Detailed summary can be found on page **27**

All other services will continue to be branded as EMR Regional. These services link communities across the East Midlands and beyond, from Norwich to Liverpool, Crewe to Newark and Leicester to Lincoln.

At a glance:

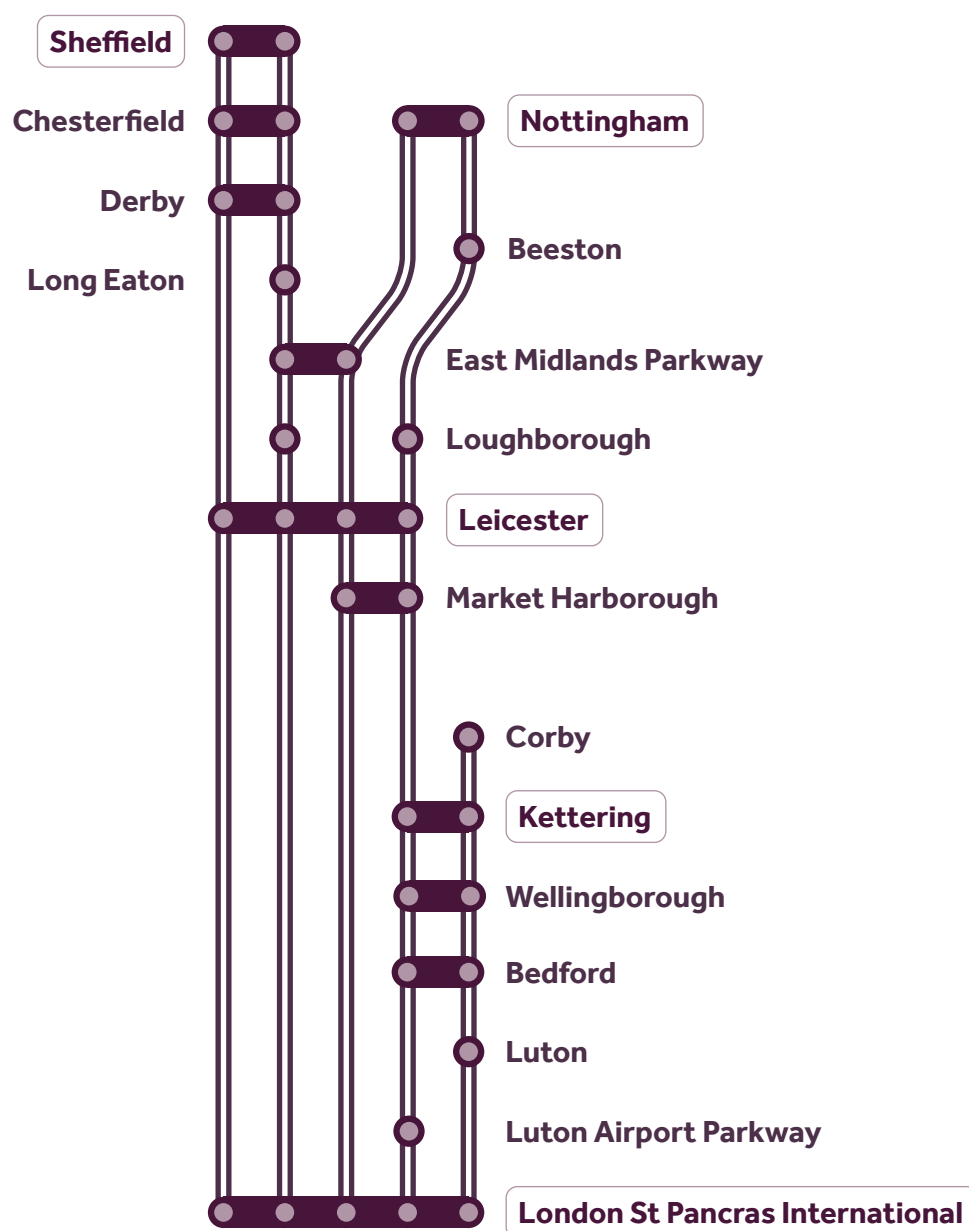
Our proposals for EMR Regional services will deliver

improved connections and new direct journey options. We will begin to introduce refurbished trains in 2020, ahead of a full refurbishment planned in 2021.

They are the first steps towards a major change to services in December 2021, which will provide more seats, extended routes and more travel options across the East Midlands.

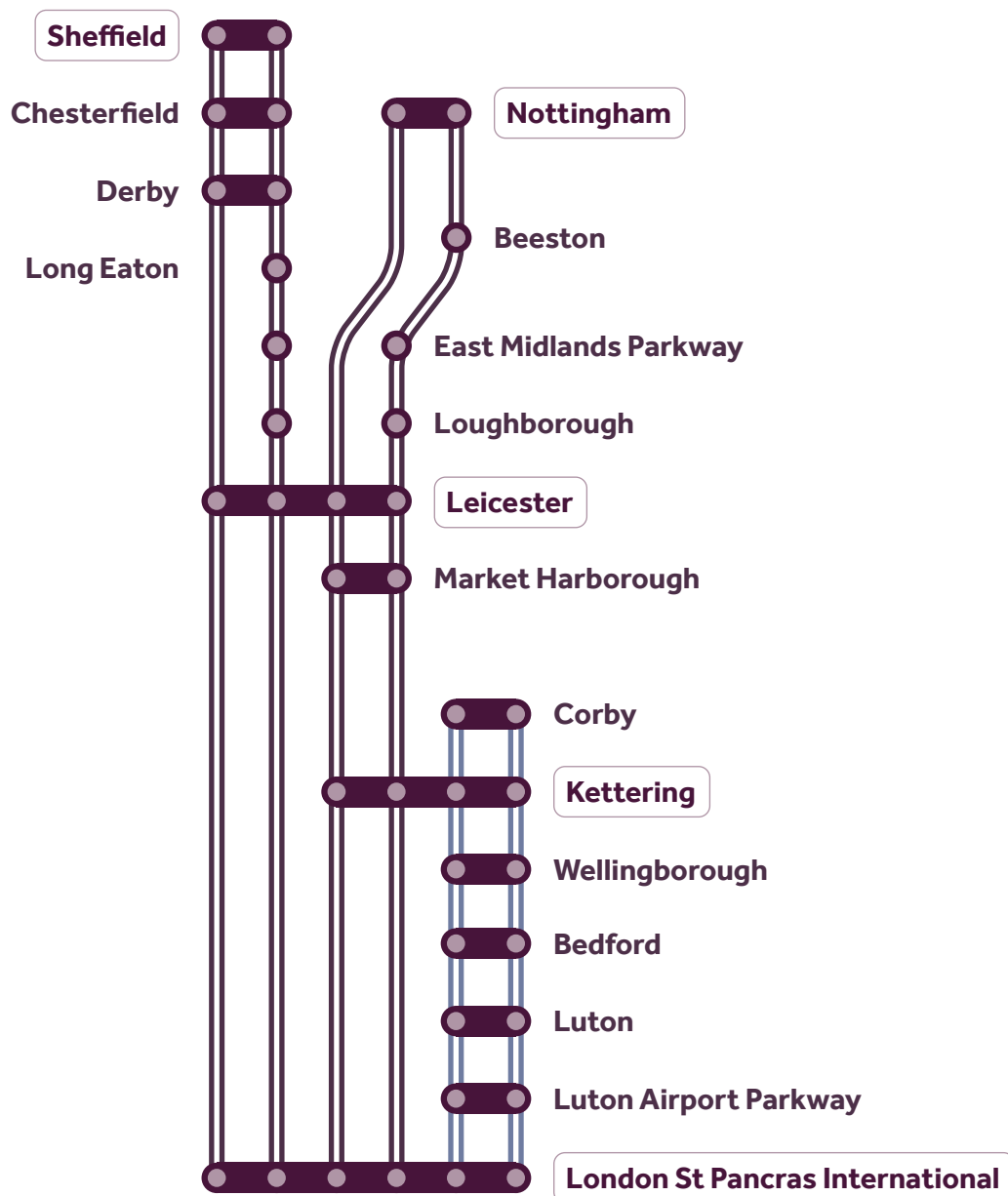
To London: Today's services

At present, we are able to run five trains per hour to and from London St Pancras International on our EMR Intercity services. The standard hour stopping patterns are shown below. These can vary in peak hours.



To London: December 2020

The proposed new standard hour stopping pattern for EMR Intercity and EMR Electrics services to/from London from December 2020 is shown below. With the exception of a small number of early morning, late night and peak time services, this will be consistent throughout the day.



The Midland Main Line Upgrade – an overview

The Midland Main Line is one of the UK's most important railways, linking London St Pancras International with the towns and cities of the East Midlands.

It's also undergoing a transformation through the Midland Main Line Upgrade – the largest investment to this railway since it fully opened in 1870.

The £1.5 billion investment enables more seats, less crowding and quicker and more reliable journeys.

This is being delivered by Network Rail and includes new and realigned track, station remodelling, platform construction, bridge reconstructions as well as new signalling and electrification of the line between Bedford, Kettering and Corby.

Key schemes in the Midland Main Line Upgrade:

Kettering to Corby Capacity Project

Installation of a second rail line between Kettering and Corby to create additional capacity and improve resilience so EMR Electrics services can run.

Bedford to Kettering Capacity Project

Installation of a fourth rail line between Bedford and Kettering, new platforms and upgrades to the existing line to create additional capacity and improve resilience.

Electrification from Bedford to Corby

Installation of Overhead Line Equipment (OLE) between Bedford and Corby, via Kettering, to enable electric trains to operate between Corby and London St Pancras International.

Also includes platform extensions at Bedford, Wellingborough, Kettering and Corby to accommodate longer, 12-carriage trains.

Kettering Electric Stabling

Construction of electrified sidings near Kettering station to stable the fleet of electric trains for our new EMR Electrics services.

Derby Resignalling

Major improvement works to replace track and signalling in and around Derby station. Also included the construction of a new platform and improved track layout to enable quicker and more resilient train movements in and out of the station.

Market Harborough Line Speed & Station Improvement Project

Installation of new, straighter track to enable quicker journeys on the Midland Main Line. Also includes fully accessible footbridge and lifts and a larger car park for Market Harborough passengers.

In partnership with:



The £1.5 billion investment enables more seats, less crowding and quicker and more reliable journeys.



EMR Intercity

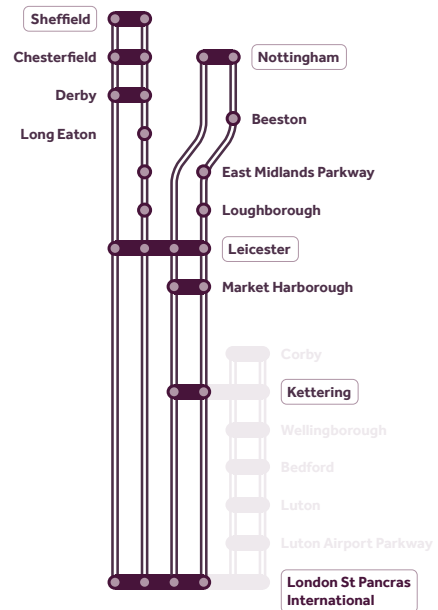
From December 2020, we'll be making improvements to our EMR Intercity services, offering faster and more consistent journeys.

Alongside the introduction of the EMR Electrics services, our EMR Intercity services will ensure that passengers are well connected throughout the day. Journey times will largely be maintained or improved, whilst our timetable will be consistent throughout the day.

What will this mean?

From December 2020, the following stations will be served by EMR Intercity services: Sheffield, Chesterfield, Derby, Long Eaton, Nottingham, Beeston, East Midlands Parkway, Loughborough, Leicester, Market Harborough and Kettering.

- Services will run approximately every 30 minutes from both Sheffield and Nottingham.
- Journey times will improve across the day, with particular improvements in morning peak services to London St Pancras International.
- Journeys will run earlier and later to/from London St Pancras International.
- Services will continue to be operated predominantly by our Meridian fleet until 2022, when we will introduce a brand new fleet of bi-mode trains.



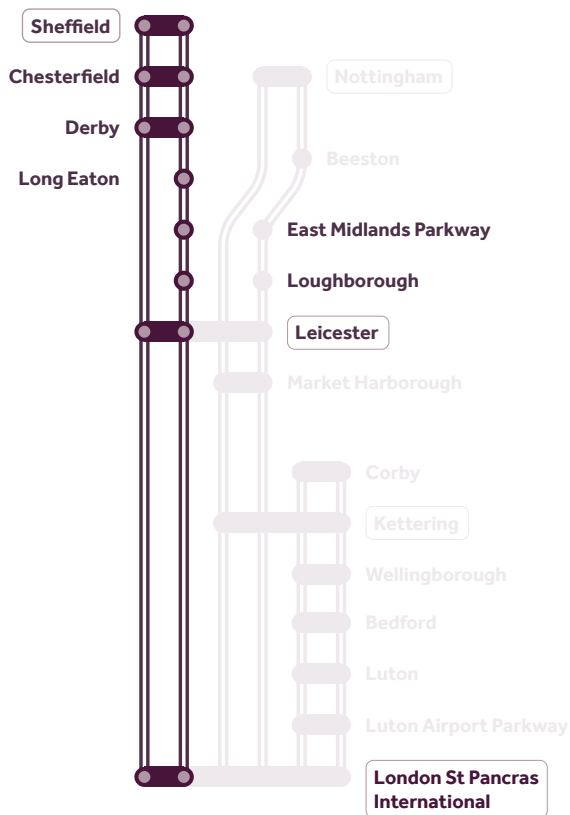
At a glance

Station	Average morning peak journey time to St Pancras (December 2019)	Average morning peak journey time to St Pancras (December 2020)	Average standard hour journey time to St Pancras (December 2019)	Average standard hour journey time to St Pancras (December 2020)
Sheffield	02:27	02:06	02:09	02:04
Chesterfield	02:14	01:53	01:57	01:52
Derby	01:52	01:34	01:36	01:32
Long Eaton	01:48	01:28	01:30	01:27
Nottingham	01:50	01:40	01:49	01:39
Beeston	01:46	01:38	01:49	01:36
East Midlands Parkway	01:40	01:26	01:29	01:26
Loughborough	01:37	01:19	01:29	01:19
Leicester	01:22	01:10	01:15	01:08
Market Harborough	01:11	01:00	01:08	00:59
Kettering	01:00	00:57	01:03	00:55

*Standard hour: Excludes trains arriving and departing to/from London St Pancras International between 07:00 and 09:59 and between 16:00 and 18:59.

Current EMR Intercity Class 222 fleet in EMR branding ▶

Sheffield



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under two hours.
- Peak time journey improvements of up to 30 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of just over two hours.



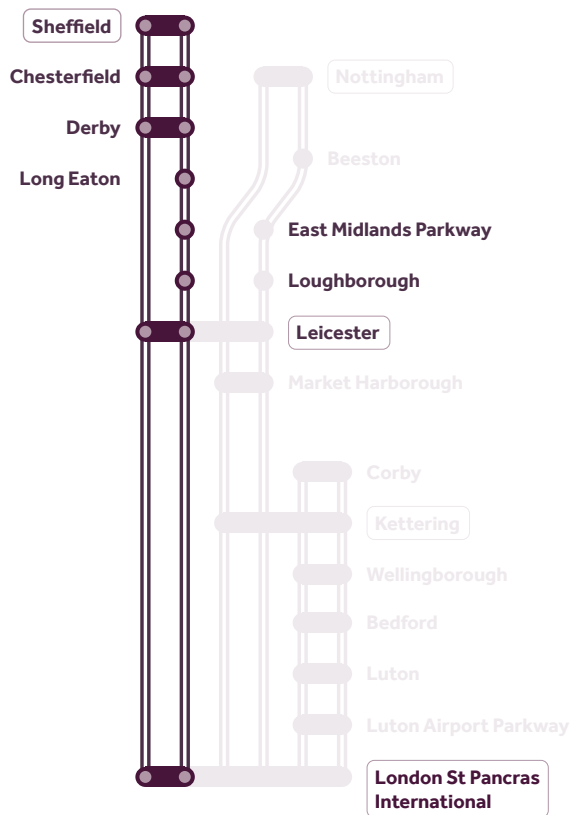
Services between Sheffield and London St Pancras International approximately every 30 minutes throughout the day.

As one of our busiest Intercity stations, we're proposing significant improvements to peak services from Sheffield.

WE ARE PROPOSING:

- Peak time journey improvements into London of up to 30 minutes.
- Significantly earlier arrivals into London, with the earliest service due to arrive around one hour earlier.
- Significantly later departures from Sheffield to London St Pancras International, with the final service to depart Sheffield planned to be over one hour later than the current final service.
- Increasing the number of services from London St Pancras International which arrive into Sheffield before 11:00. There are currently five but this will be increased to seven.
- An additional evening departure from London St Pancras International to give two trains per hour throughout the evening peak.
- Later evening departures from London St Pancras International to Sheffield, with two services planned to run later than the current final departure.
- Consistent departure times throughout the day, with particular improvement during the morning peak.
- An overall daily increase in the number of services to/from London St Pancras International.
- Off peak journey times will remain similar to today, with the quickest journey under two hours.

Chesterfield



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in just over one hour and 45 minutes.
- Peak time journey improvements of up to 30 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of one hour 55 minutes.



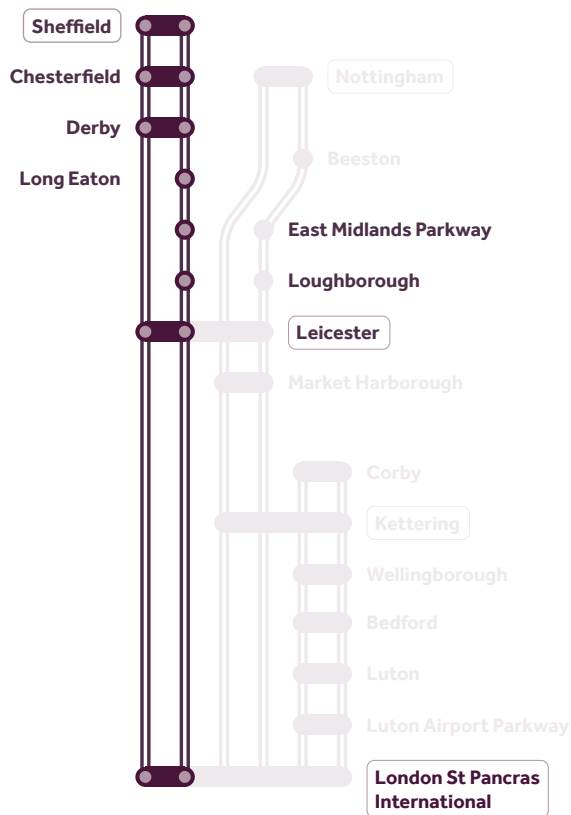
Services between Chesterfield and London St Pancras International approximately every 30 minutes throughout the day.

As a key commuter town, we're proposing significant improvements to peak services from Chesterfield.

WE ARE PROPOSING:

- Peak time journey improvements into London of up to 30 minutes.
- Significantly earlier arrivals into London, with the earliest service due to arrive around one hour earlier.
- Significantly later departures from Chesterfield to London St Pancras International, with the final service due to depart an hour later.
- Increasing the number of services from London St Pancras International which arrive into Chesterfield before 11:00. There are currently five but this will be increased to seven.
- An additional evening departure from London St Pancras International to give two trains per hour throughout the evening peak.
- Later evening departures from London St Pancras International to Chesterfield, with two services planned to run later than the current final departure.
- Consistent departure times throughout the day, with particular improvement during the morning peak.
- An overall daily increase in the number of services to/from London St Pancras International.
- Off peak journey times will remain similar to today, with the quickest journey just over one hour 45 minutes.

Derby



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under one hour and 30 minutes.
- Peak time journey improvements of up to 20 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of less than one hour 35 minutes.



Services between Derby and London St Pancras International approximately every 30 minutes throughout the day.

As one of the busiest EMR Intercity stations, we're proposing significant improvements to peak services from Derby.

WE ARE PROPOSING:

- Peak time journey improvements into London of up to 20 minutes.
- Significantly earlier arrivals into London, with the earliest service due to arrive around 40 minutes earlier.
- Significantly later departures from Derby to London St Pancras International, with the final service to depart Derby planned to be over one hour later.
- Increasing the number of services from London St Pancras International which arrive into Derby before 10:15. There are currently five but this will be increased to seven.
- Improved later evening services from London St Pancras International, with the final departure no longer planned to divert via Nottingham, offering an earlier arrival time.
- Consistent departure times throughout the day, with particular improvement during the morning peak.
- An overall daily increase in the number of services to/from London St Pancras International.
- Off peak journey times will remain similar to today, with the quickest journey just under one hour 30 minutes.
- Better connections to and from Matlock into London services.

Long Eaton



KEY FACTS

- One train per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under one hour 30 minutes.
- Peak time journey improvements of up to 20 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of less than one hour 30 minutes.



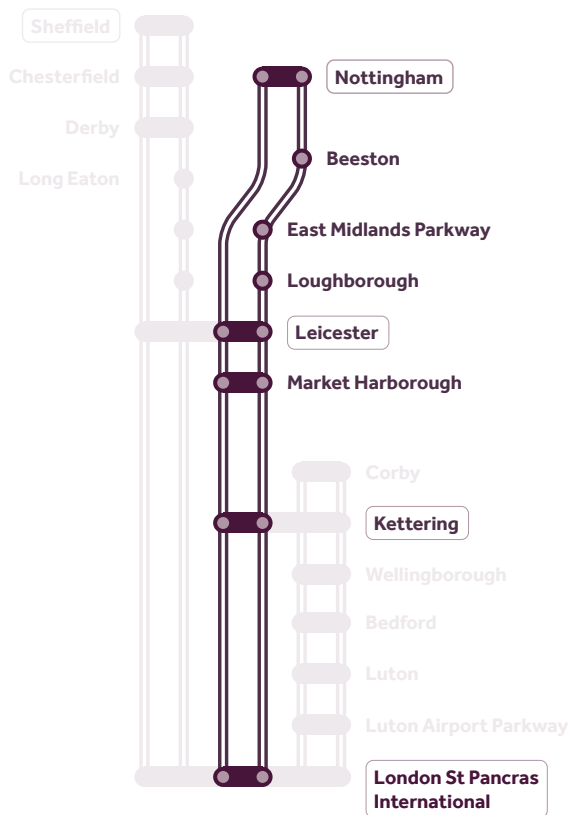
Services between Long Eaton and London St Pancras International approximately every 60 minutes throughout the day.

We plan to continue running one EMR Intercity service per hour for passengers travelling to/from Long Eaton, as well as an additional early morning service.

WE ARE PROPOSING:

- Peak time journey improvements of up to 20 minutes.
- Significantly earlier arrivals into London, with the earliest service due to arrive around 55 minutes earlier.
- Significantly later departures from Long Eaton to London St Pancras International, with the final service to depart Long Eaton planned to be almost three hours later.
- Increasing the number of services from London St Pancras International which arrive into Long Eaton before 10:00. There are currently three but this will be increased to four.
- Later evening departures from London St Pancras International to Long Eaton, with the latest service now planned to run almost one hour 30 minutes later.
- More consistent departure times throughout the day.
- An overall daily increase in the number of services to/from London St Pancras International.
- Off peak journey times will remain in line with today but the fastest off peak journey will be less than one hour 30 minutes.

Nottingham



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under one hour 35 minutes.
- Peak time journey improvements of almost 10 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of less than one hour 40 minutes.



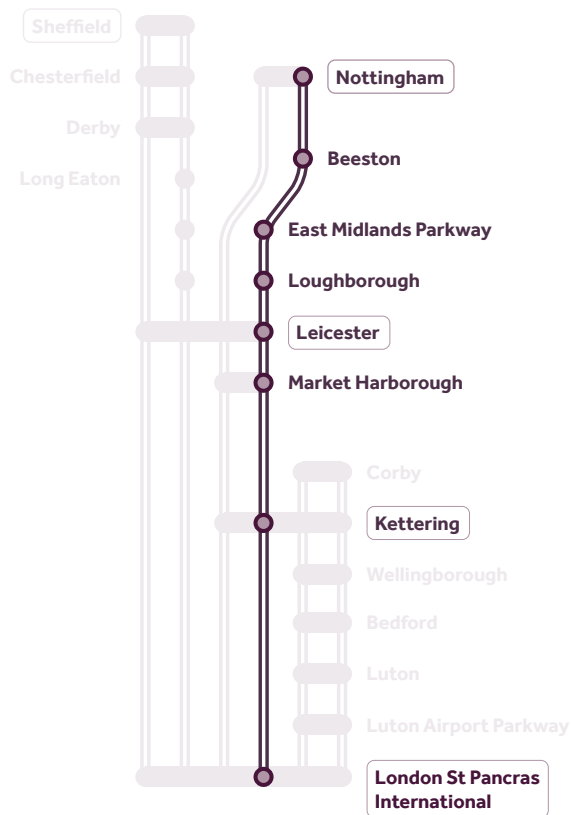
Services between Nottingham and London St Pancras International approximately every 30 minutes throughout the day.

As one of EMR's busiest stations, we plan to improve peak journey times and keep departure times consistent throughout the day at Nottingham.

WE ARE PROPOSING:

- Peak time journey improvements of almost 10 minutes.
- An overall daily increase in the number of services to/from London St Pancras International.
- Significantly earlier arrivals into London, with the earliest service due to arrive over one hour earlier.
- Later departures from Nottingham to London St Pancras International, with the final service to depart Nottingham planned to be over 20 minutes later.
- Increasing the number of services from London St Pancras International which arrive into Nottingham before 10:30. There are currently five but this will be increased to six.
- Later evening departures from London St Pancras International to Nottingham with improved journey times.
- Consistent departure times throughout the day, with a particular improvement to peak time services to London St Pancras International.
- An improvement in off peak journey times by removing stops south of Kettering.
- Consistent connection times at Kettering for passengers travelling on EMR Electrics services to Wellingborough, Bedford, Luton and Luton Airport Parkway.
- Removing the bus that currently operates between Wellingborough and Bedford during morning and evening peak hours, as passengers will be able to change onto an EMR Electrics service from Kettering for these stations.

Beeston



KEY FACTS

- One train per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under one hour 40 minutes.
- Peak time journey improvements of more than five minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of less than one hour 40 minutes.



Services between Beeston and London St Pancras International approximately every 60 minutes throughout the day.

We plan to continue running one EMR Intercity service per hour for passengers travelling to/ from Beeston, as well as an additional early morning service.

WE ARE PROPOSING:

- Peak time journey improvements of more than five minutes.
- An increase in the number of weekday services to London St Pancras International.
- Significantly earlier arrivals into London, with the earliest service due to arrive over two hours earlier.
- Later departures from Beeston to London St Pancras International, with the final service to depart Beeston planned to be almost one hour later.
- Increasing the number of services from London St Pancras International which arrive into Beeston before 10:00. There are currently three but this will be increased to four.
- The latest evening departure from London St Pancras International to Beeston is planned to be over 30 minutes later than it is at present.
- More consistent departure times throughout the day.
- Up to 15 minutes quicker off peak journey times.
- Consistent connection times at Kettering for passengers travelling on EMR Electrics services to Wellingborough, Bedford, Luton and Luton Airport Parkway.

East Midlands Parkway



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Greatly improved spread of departure times throughout the day.
- Fastest off peak services to London in under one hour 25 minutes.
- Peak time journey improvements of almost 15 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of just over one hour 25 minutes.



Services between East Midlands Parkway and London St Pancras International approximately every 30 minutes throughout the day.

To provide better travel options for airport passengers and staff we are introducing earlier and later services and a more even spread of train services.

WE ARE PROPOSING:

- Peak time journey improvements of more than five minutes.
- More weekday services to London St Pancras International.
- Earlier arrivals into London, with the earliest service due to arrive almost 40 minutes earlier.
- Later departures from East Midlands Parkway to London St Pancras International, with the final service to depart East Midlands Parkway over an hour later.
- More morning services from London St Pancras International arriving into East Midlands Parkway before 10:15. There are currently six but this will be increased to seven.
- The latest evening departure from London St Pancras International to East Midlands Parkway will be over 30 minutes later.
- Improved spread of northbound and southbound services to help passengers and staff travel to and from East Midlands Airport throughout the day.
- Northbound departures from London St Pancras International to East Midlands Parkway approximately every 30 minutes.
- Off peak journey times will remain in line with today but the fastest off peak journey will be less than one hour 25 minutes.
- Consistent connection times at Kettering for passengers travelling on EMR Electrics services to Wellingborough, Bedford, Luton and Luton Airport Parkway.

Loughborough



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under one hour 20 minutes.
- Peak time journey improvements of more than 15 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of less than one hour 20 minutes.



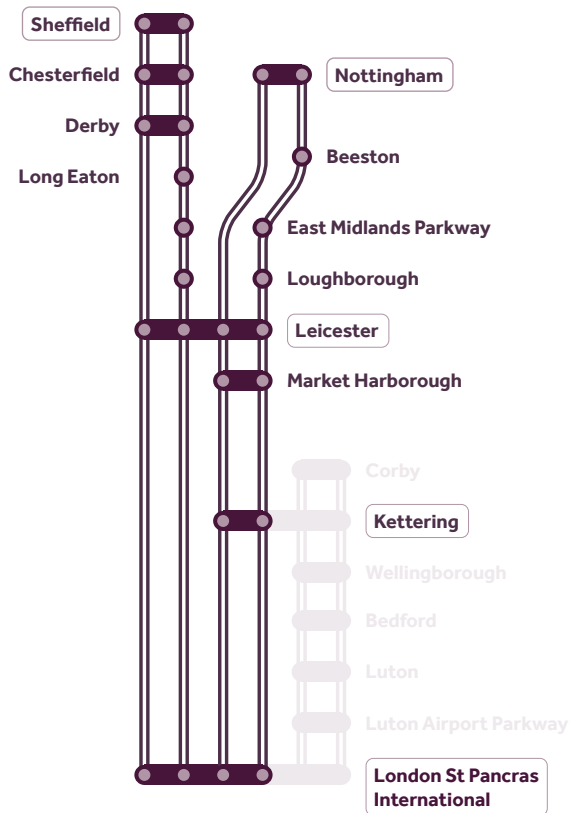
Services between Loughborough and London St Pancras International approximately every 30 minutes throughout the day.

We will continue to run two trains per hour to and from Loughborough throughout the day, ensuring that passengers are well connected during peak and off peak hours.

WE ARE PROPOSING:

- Peak time journey improvements of more than 15 minutes.
- An overall daily increase in the number of services to London St Pancras International.
- Earlier arrivals into London, with the earliest service due to arrive almost 40 minutes earlier.
- Later departures from Loughborough to London St Pancras International, with the final service to depart Loughborough planned to be over one hour later.
- Maintaining the number of morning services from London St Pancras International to Loughborough, with eight planned to arrive before 10:00.
- The latest evening departure from London St Pancras International to Loughborough is planned to be over 30 minutes later than it is at present.
- Consistent southbound departure times throughout the day.
- Keeping off peak journey times in line with where they have been for a number of years, with the fastest journey planned to be one hour 15 minutes.
- Consistent connection times at Kettering for passengers travelling on EMR Electrics services to Wellingborough, Bedford, Luton and Luton Airport Parkway.
- Improved early morning services to Leicester.

Leicester



KEY FACTS

- Four trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in under one hour five minutes.
- Peak time journey improvements of more than five minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of less than one hour 10 minutes.

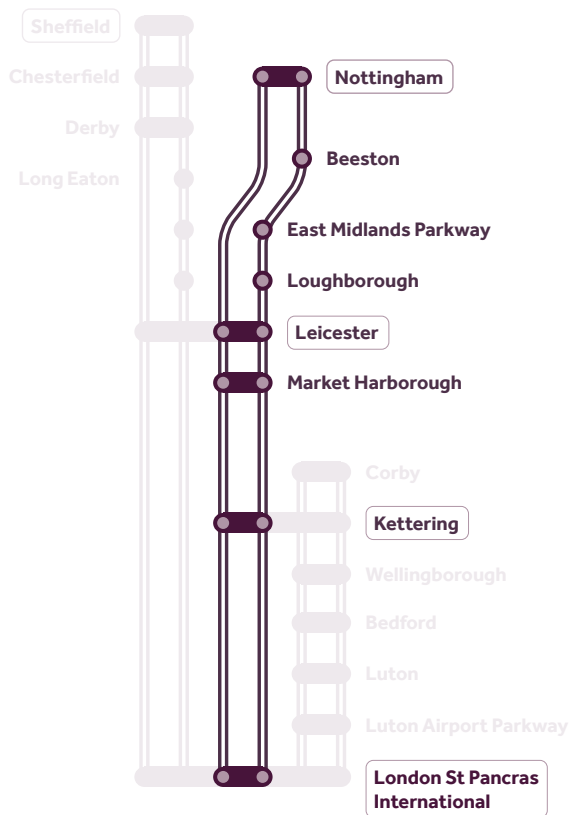
1 **5** Services between Leicester and London St Pancras International approximately every 15 minutes throughout the day.

Four trains per hour will continue to run between Leicester and London but with a more even and consistent spread of departure times.

WE ARE PROPOSING:

- Peak time journey improvements of more than five minutes.
- An overall daily increase in the number of services to/from London St Pancras International.
- Improved spread of fast services to London St Pancras International.
- Earlier arrivals into London, with the earliest service due to arrive around 10 minutes earlier.
- Later departures from Leicester to London St Pancras International, with the final service to depart Leicester planned to be over one hour later.
- More morning services from London St Pancras International arriving into Leicester before 10:00. There are currently 10 but this will be increased to 13.
- Consistent southbound and northbound departure times throughout the day.
- Consistent connection times at Kettering for passengers travelling on EMR Electrics services to Wellingborough, Bedford, Luton and Luton Airport Parkway.

Market Harborough



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Fastest off peak services to London in one hour.
- Peak time journey improvements of more than 10 minutes.
- Earlier and later services to and from London St Pancras International.
- Average journey time of approximately one hour.



Services between Market Harborough and London St Pancras International approximately every 30 minutes throughout the day.

Working in partnership with Network Rail, we have significantly upgraded Market Harborough station. Our proposals for train services will provide more available seats and quicker journeys to and from London St Pancras International.

WE ARE PROPOSING:

- Peak time journey improvements of more than 10 minutes.
- Earlier arrivals into London, with the earliest service due to arrive around 10 minutes earlier.
- Later departures from Market Harborough to London St Pancras International, with the final service to depart Market Harborough planned to be 20 minutes later.
- More consistent and improved departure times throughout the day, with southbound trains departing Market Harborough roughly every 30 minutes throughout the day.
- Consistent connection times at Kettering for passengers travelling on EMR Electrics services to Wellingborough, Bedford, Luton and Luton Airport Parkway.
- Removing the bus that currently operates between Wellingborough and Bedford during morning peak hours, as passengers will be able to transfer onto an EMR Electrics service from Kettering for these stations.

EMR Electrics

In December 2020 our new EMR Electrics service will be introduced.

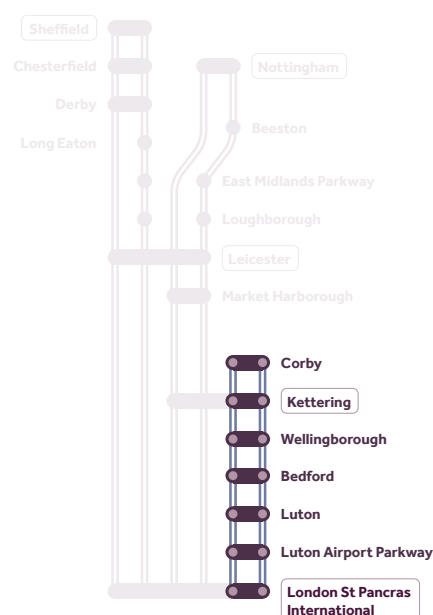
EMR Electrics will introduce a consistent service throughout the day for Bedford and Luton, provide thousands more seats, a regular and simple timetable and largely maintain current journey times.

The introduction of this new service also meets the requirement of the Department for Transport to segregate services to and from London St Pancras International between shorter and longer distance journeys.

What will this mean?

From December 2020, the following stations will be served by EMR Electrics services: Corby, Kettering, Wellingborough, Bedford, Luton and Luton Airport Parkway.

- Services will run every 30 minutes between 06:00 and 22:00 – calling at all stations.
- Over 4,000 seats will be provided in the morning and evening peaks in both directions.
- Journey times will remain, on average, the same as they are today.
- Services will be operated by longer 12-carriage trains during the busiest times of the day.
- These trains will be significantly refurbished, and when completed, seats in standard and first class will offer free WiFi, power sockets, tables, arms rests and up-to-the-minute passenger information.



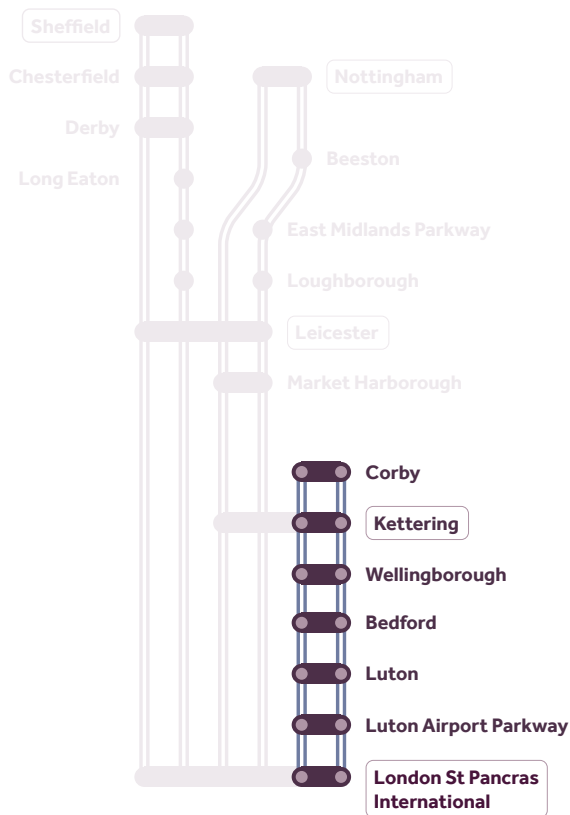
Artist impression of the upcoming EMR Electrics fleet ▶

At a glance

Station	Fastest journey (standard hour)	Trains per hour	Most minutes between trains (standard hour)	Total seats in morning peak
Corby	01:11	2	30	4050
Kettering	01:02	4*	20	7015
Wellingborough	00:54	2	30	4050
Bedford	00:41	2	30	4050
Luton	00:26	2	30	4050
Luton Airport Parkway	00:23	2	30	4050

*Comprised of two EMR Intercity services and two EMR Electrics services.

Corby



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day.
- Average journey times to and from London of one hour 10 minutes.
- Earlier and later direct services to and from London St Pancras International.



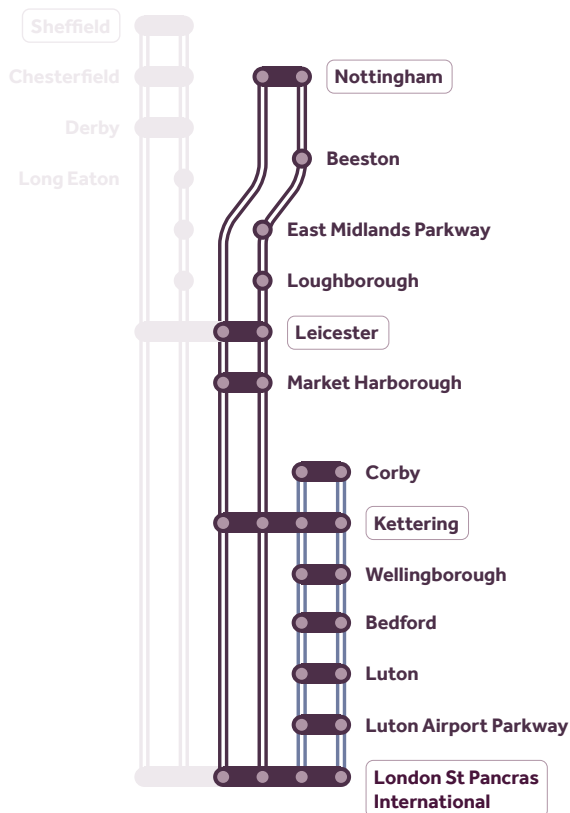
Services between Corby and London St Pancras International approximately every 30 minutes throughout the day.

EMR Electrics will provide a significant increase in capacity and frequency for Corby passengers.

WE ARE PROPOSING:

- More than double the number of services between Corby and London St Pancras International.
- Services will run every 30 minutes providing a more regular service frequency.
- Earlier arrivals into London, with the earliest service due to arrive almost two hours earlier, which will also provide links to Luton Airport Parkway.
- Later services from Corby to London St Pancras International with the final service to be two hours later than the current timetable.
- Significant increase in services from London St Pancras International to Corby. There is currently one service which arrives into Corby before 10:00 but this will be increased to six.
- The last weekday service from London St Pancras International to Corby will be over four hours later compared to the current timetable.
- Continuation of services to/from Oakham and Melton Mowbray.
- Improved connectivity to Kettering, Wellingborough, Bedford, Luton and Luton Airport Parkway, with services running every 30 minutes and stopping at all stations.
- Introducing regular hourly Sunday services between Corby and London St Pancras International.

Kettering



KEY FACTS

- Four trains per hour to/from London St Pancras International.
- Consistent departure times throughout the day, with services generally running every 15 minutes.
- Fastest off peak services to London in less than 50 minutes.
- Average journey time of less than one hour.

15

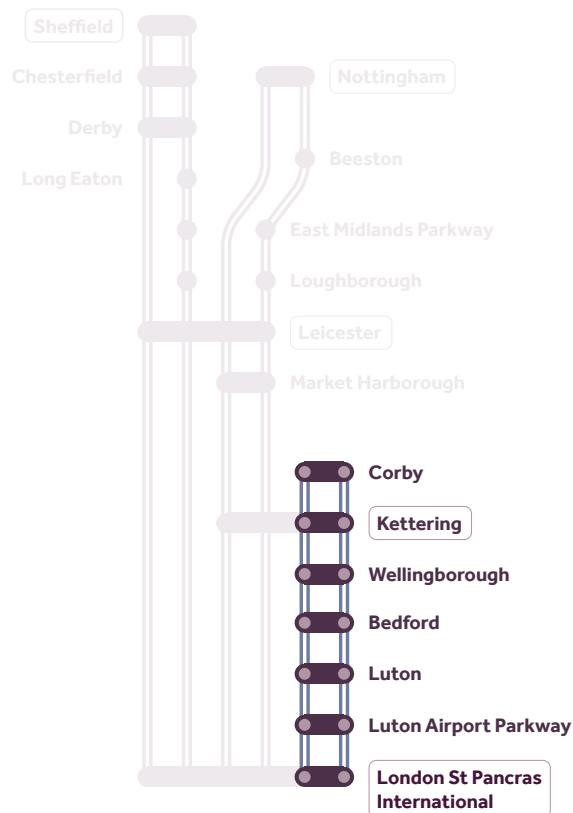
Services between Kettering and London St Pancras International approximately every 15 minutes throughout the day.

Kettering will be served by EMR Electrics and EMR Intercity services, providing four trains per hour to and from London as well as improved connectivity to other stations on both routes.

WE ARE PROPOSING:

- Increasing the number of services to/from London St Pancras International, with four trains running in each direction most hours (currently two per hour).
- Passengers will have the choice between EMR Intercity (direct to London St Pancras International) or EMR Electrics (calling at all stations), depending on their eventual destination.
- Southbound services evenly spread across the hour, offering journey opportunities to London St Pancras International approximately every 15 minutes.
- Earlier arrivals into London, with the earliest service due to arrive 20 minutes earlier.
- Later departures from Kettering to London St Pancras International, with the final service to depart Kettering planned to be around 20 minutes later.
- Early services from London St Pancras International to Kettering will be maintained, with services to Nottingham and Corby both calling at Kettering.
- The latest weekday service departing London St Pancras International is planned to be around 20 minutes earlier than the current final departure, but is planned to run with an improved journey time.
- Two northbound services per standard hour to Leicester and Nottingham, providing passengers with frequent connections towards Sheffield.
- Continuation of services to/from Oakham and Melton Mowbray.

Wellingborough



KEY FACTS

- Two trains per hour to/from London St Pancras International.
- Consistent and evenly spaced departure times throughout the day, with services running every 30 minutes during both peak and off peak hours.
- Fastest off peak services to London in less than 45 minutes.
- Earlier and later direct services to and from London St Pancras International.
- Average journey time of 55 minutes.



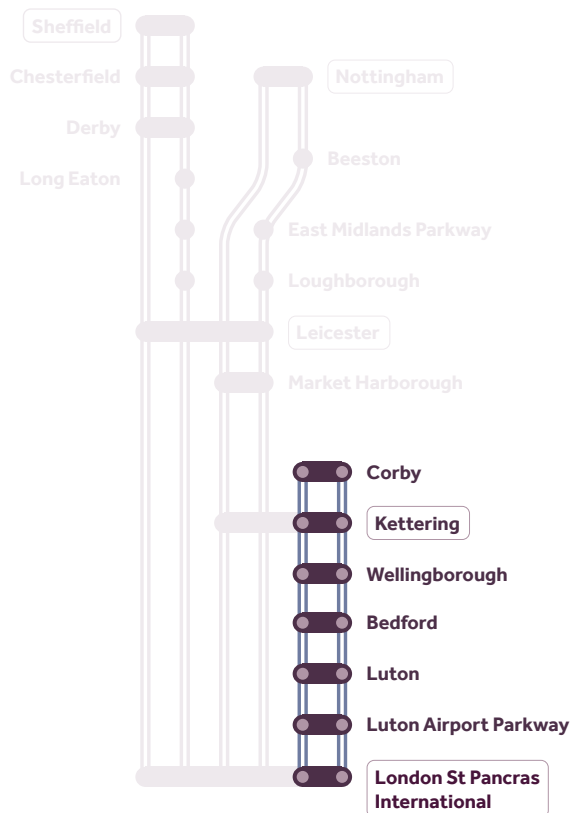
Services between Wellingborough and London St Pancras International approximately every 30 minutes throughout the day.

From December 2020, EMR Electrics trains will serve Wellingborough, offering more capacity whilst retaining two trains per hour to London St Pancras International and keeping the majority of journey times under an hour.

WE ARE PROPOSING:

- Improved spread of departure times with services available every 30 minutes in both directions, compared to the current 10 minute gap.
- Earlier arrivals into London, with the earliest service due to arrive 20 minutes earlier.
- Later departures from Wellingborough to London International, with the final service to depart Wellingborough 30 minutes later than current timetable.
- Improved connectivity to Corby, with the introduction of a second train per hour.
- These proposals will mean different journeys for passengers travelling north from Wellingborough. We understand this will be less convenient for some passengers but we have done as much as we can to provide convenient connections for northbound journeys.
- Passengers travelling to Nottingham will have a nine minute connection at Kettering, maintaining current journey times.
- Passengers travelling to Derby, Chesterfield and Sheffield will also need to change at Leicester. Connections at Leicester will be, on average, less than 20 minutes
- There may be some very limited instances where connections may be up to 30 minutes but we will ensure these are clearly communicated well in advance of December 2020 to help you plan your journeys accordingly
- Continuation of services to/from Oakham and Melton Mowbray.
- Removing the bus that currently operates between Wellingborough and Bedford during morning and evening peak hours, as trains will now stop at both stations frequently throughout the morning peak.

Bedford



KEY FACTS

- Reintroduction of EMR peak services for Bedford.
- Two EMR Electrics services per hour to/from London St Pancras International.
- Consistent and evenly spaced northbound and southbound departure times throughout the day, with services planned to run every 30 minutes in each direction.
- Fastest off peak services to London in 40 minutes.
- Average journey time of just over 40 minutes.



EMR services between Bedford and London St Pancras International approximately every 30 minutes throughout the day.

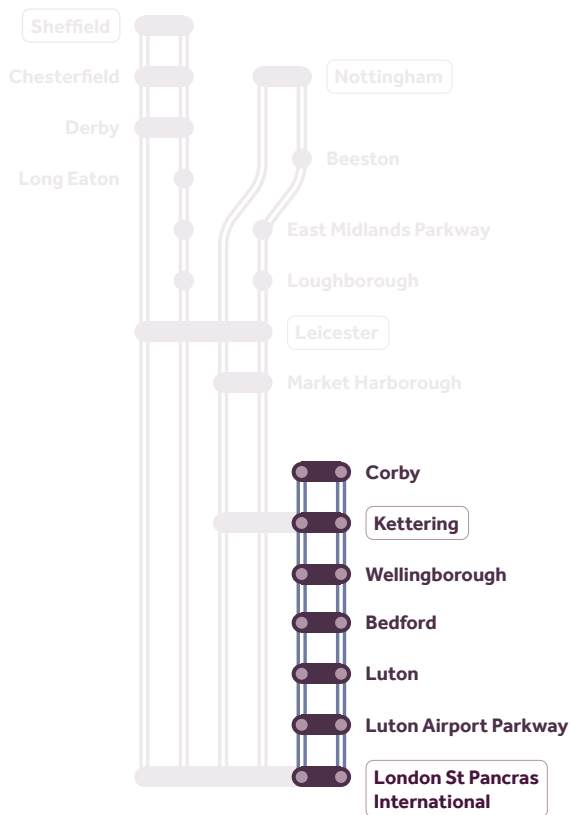
From December 2020, EMR Electrics trains will call at Bedford every 30 minutes, providing more seats and a simpler timetable.

WE ARE PROPOSING:

- Reintroduction of EMR services for Bedford but with more seats and more regular departure times compared to before May 2018.
- Services will run every 30 minutes to and from London St Pancras International, providing reliable and convenient services south and north throughout the day.
- When combined with Thameslink services, Bedford will have over 17,000 seats into London during the morning peak, with different journey options to central London and other locations south of London St Pancras International.
- Passengers travelling to Nottingham will have a nine minute connection at Kettering, maintaining current journey times.
- Passengers travelling to Derby, Chesterfield and Sheffield will also need to change at Leicester. Connections at Leicester will be, on average, less than 20 minutes.
- Removing the peak time bus that currently operates between Wellingborough and Bedford.

For more detailed information on Thameslink services, please go to page 30.

Luton



KEY FACTS

- Reintroduction of EMR services for Luton.
- Two EMR Electrics peak services per hour to/from London St Pancras International.
- Consistent and evenly spaced northbound and southbound departure times throughout the day, with services planned to run every 30 minutes in each direction.
- Fastest off peak services to London in 40 minutes.
- Average journey time of just over 40 minutes.



EMR services between Luton and London St Pancras International approximately every 30 minutes throughout the day.

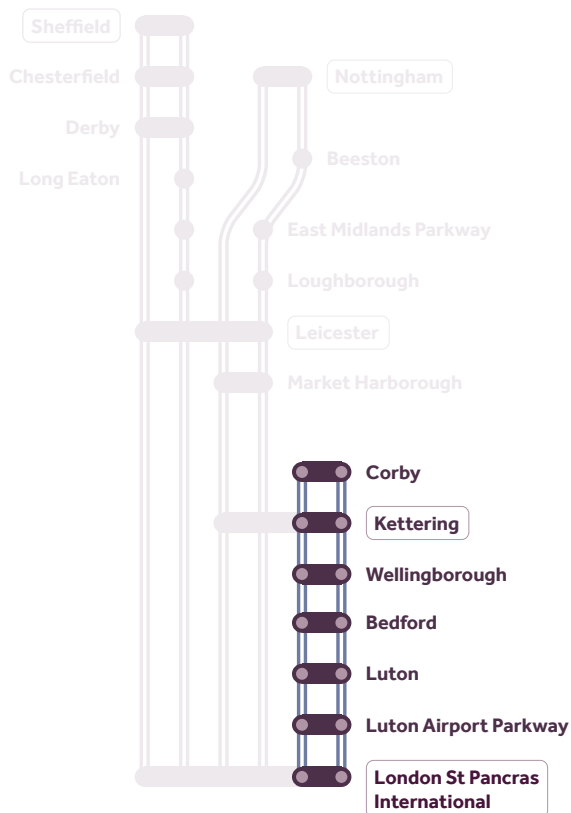
From December 2020, EMR Electrics trains will call at Luton every 30 minutes, providing more seats and a simpler timetable.

WE ARE PROPOSING:

- Reintroduction of EMR services for Luton but with more seats and more regular peak departure times compared to before May 2018.
- Services will run every 30 minutes to and from London St Pancras International, providing reliable and convenient services south and north throughout the day.
- When combined with Thameslink services, Luton will have over 17,000 seats into London during the morning peak, with different journey options to central London and other locations south of London St Pancras International.
- Passengers travelling to Nottingham will have a nine minute connection at Kettering, maintaining current journey times.
- Passengers travelling to Derby, Chesterfield and Sheffield will also need to change at Leicester. Connections at Leicester will be, on average, less than 20 minutes.

For more detailed information on Thameslink services, please go to page 30.

Luton Airport Parkway



KEY FACTS

- Two EMR services per hour to/from London St Pancras International.
- Consistent and evenly spaced northbound and southbound departure times throughout the day, with services running every 30 minutes during both peak and off peak hours.
- Fastest off peak services to London in 25 minutes.
- Average journey time of 25 minutes.



EMR services between Luton Airport Parkway and London St Pancras International approximately every 30 minutes throughout the day.

From December 2020, EMR Electrics trains will call at Luton Airport Parkway twice per hour, which will offer more capacity and frequent airport connections.

WE ARE PROPOSING:

- Double the frequency of services to both London St Pancras International and Corby, with these planned to run every 30 minutes. This will also be the first time we have offered evenly spread, fast and direct services to London Luton Airport (Luton Airport Express).
- Alongside Thameslink services, there will be a significant capacity increase in both peak and off peak periods.
- Improved connectivity to Wellingborough, Kettering and Corby, with the introduction of a second train per hour. This will be the most regular service the airport has ever had to/from Wellingborough, Kettering and Corby.
- There will be frequent connections at Kettering for passengers travelling towards Nottingham, and additional connections at Leicester for passengers travelling towards Sheffield.
- Opening in 2021, the new DART service will provide a quick and convenient rail link from Luton Airport Parkway to the airport terminal, meaning passengers can travel from London St Pancras International to London Luton Airport in just 30 minutes.

EMR Regional

December 2020 will see the start of a series of significant improvements to EMR Regional services.

Although the majority of EMR Regional changes will be happening in December 2021, there are a number of alterations that we are planning to make in December 2020. We would like to do this sooner, however it requires additional trains to be delivered and other infrastructure to be improved. We will consult with all passengers and partners towards the end of 2020 regarding these changes. The changes that we introducing in December 2020 will deliver improvements as quickly as possible, and will make way for further improvements in 2021.

What will this mean?

- Several two-car trains will be extended to three.
- Many trains will run with additional carriages.
- Services will no longer be planned to run as one-car trains.
- Refurbished trains with air conditioning and up-to-the-minute passenger information will be introduced in 2020, ahead of a full refurbishment, including WiFi and plug sockets, that is planned for 2021.
- Many EMR Regional services will be improved across the network, details of which can be found below.



Artist impression of the upcoming EMR Regional fleet, Class 170 ▶

Nottingham – Worksop

- A consistent, hourly service between Nottingham and Worksop will now run throughout the day, alongside the current hourly service between Nottingham and Mansfield Woodhouse.
- The final Saturday evening service from Nottingham to Mansfield Woodhouse will extend to Worksop.

Nottingham – Derby – (Matlock)

- Between Nottingham and Derby, frequency will increase from three to four trains per hour during a standard hour (including CrossCountry services). This has been made possible by extending Crewe to Derby services through to Newark Castle.
- Services from Matlock will still run to Nottingham, but will no longer extend to Newark Castle.
- Attenborough, Beeston and Long Eaton will all gain an additional service each hour.

Leicester – Nottingham – Lincoln

- Later evening services will run between Nottingham and Leicester.
- Services from Leicester to Lincoln will now extend through to Grimsby Town every two hours.
- More evening weekday services will run to Newark Castle from Nottingham and Lincoln.

Derby – Crewe

- Services will be extended to Nottingham and Newark Castle.
- Later weekday evening services.

Nottingham – Grantham – Skegness

- Services that currently only run to Skegness in the summer will run throughout the year.
- Additional peak services between Nottingham and Grantham.
- Later evening weekday services.

Liverpool Lime Street – Nottingham

- An additional late night service from Manchester Piccadilly to Nottingham.
- An earlier Nottingham to Norwich service will now run, and will also start at Sheffield.

Nottingham – Grantham – Norwich

- Additional peak services between Nottingham and Grantham.
- Later evening weekday services.

Doncaster – Peterborough

- Services are planned to run at more consistent times throughout the day.

Lincoln – Grimsby Town

- More services will run throughout the day with more consistent timings.
- Services from Grimsby Town will extend to Leicester every two hours, providing the first direct service to Nottingham and Leicester in over 10 years.

FAQs

EMR INTERCITY

EMR Intercity services will not be stopping at Bedford or Wellingborough. Why is this and can it be changed?

December 2020 is the first time services to and from London St Pancras International will be segregated between longer and shorter distance services. This is enabled by the £1.5 billion investment to deliver the Midland Main Line Upgrade and will provide:

- 13,000 additional standard class seats – a 70% increase – to and from London St Pancras International.
- Quicker journeys on EMR Intercity services.
- Vast increase in seats for customers on EMR Electrics while maintaining, on average, current journey times.

To deliver these improvements, we must make the best and most efficient use of the available infrastructure and deliver what we believe is the best possible service for all customers who use the Midland Main Line, while also meeting the contracted requirements of our franchise.

We understand this is a significant change for many customers and the following explains the reasons behind the decisions for each station in more detail.

Bedford: Travelling southbound there is no spare capacity for services to cross onto the slow lines to use platforms 1-3 due to the use of EMR Electrics and Thameslink services

Travelling northbound, EMR Electrics services will continue to use platform 4, and stopping additional EMR Intercity services would add significant time to our longer distance services to Nottingham and Sheffield.

Wellingborough: Stopping EMR Intercity services at Wellingborough would add significant journey time to our Nottingham and Sheffield services.

Is it possible to stop one of the Sheffield services at Kettering, rather than both Nottingham services?

Unfortunately not. The Sheffield and Nottingham trains have to leave London St Pancras International quite close together and therefore stopping a Sheffield service at Kettering would add significant journey time, as the Nottingham service would have to wait behind it.

What are the northbound connections at Kettering?

Passengers travelling to Nottingham typically have a nine minute connection, which maintains the current total journey time.

Passengers travelling to Derby, Chesterfield and Sheffield will have a further change at Leicester. Connections at Leicester will be, on average, less than 20 minutes.

There may be some isolated instances where connections are longer.

Why are EMR Intercity services between Sheffield/Nottingham and London St Pancras slower during peak hours?

Journey times in December 2020 will be, overall, much quicker than they are today with some services being up to 30 minutes faster. However, our services during the busiest times of the day are slightly slower compared to quieter times of the day.

This is a similar situation to cars on the roads; there are more people and therefore more vehicles travelling at this time. This can create congestion and means we have to share the railway with more trains. This is particularly prevalent south of Bedford and between Sheffield and Derby.

Why can't more EMR Intercity services stop at Belper or Dronfield?

This would increase journey times for our Sheffield services. However, we have retained the peak time connectivity both stations have today, with the morning service now coming from London St Pancras International, rather than Derby.

Why can't you run from Nottingham to London St Pancras in under 90 minutes?

To achieve this, we would need to remove stops at either Market Harborough or Kettering from the service. Aside from our contractual requirements with the Department for Transport meaning we cannot do this, we do not feel this would be in the best interests of our customers further down the route either. We will continue to work with stakeholders across the industry to reduce the journey time to Nottingham over the coming years.

Is it possible to have more northbound services (via Oakham) from Corby?

We are proposing to maintain morning and evening peak services to/from Melton Mowbray, as well as adding a return trip around midday.

EMR ELECTRICS

How will EMR Electrics journey times compare to current services?

Journey times on EMR Electrics services will be broadly the same as they are today, but will provide more regular services and a significant increase in seats.

Journey times remain similar because the trains are able to accelerate quickly and their dwell times in stations are reduced, as the doors are wider and positioned closer to the middle of the carriages than our current fleet.

In addition, the Midland Main Line Upgrade will provide an additional path to and from London St Pancras International for our services and when combined with our close working with Thameslink, our EMR Electrics services have clearer paths to and from London St Pancras International.

A summary table of journey times is available on page 20.

What facilities will EMR Electrics trains offer?

At the time of writing, we expect a number of our EMR Electrics trains to come into passenger service in their current layout – this includes 3+2 seating and small First Class sections at each end of the train.

However, all trains will be significantly refurbished in the following months and when complete, all trains will offer 2+2 seating in standard class and larger First Class sections with 2+1 seating, as well as free WiFi, new seats, real time passenger information, improved air conditioning and power sockets.

Why can't the EMR Electrics services be fully refurbished before they come into passenger service?

Unfortunately, there will not be enough time between the arrival of our EMR Electrics trains and their required entry into service to fully refurbish all the trains.

EMR REGIONAL

Is it possible to have more local services between Derby and Nottingham?

Yes. We are planning to double EMR services, with the second service also calling at Long Eaton, Attenborough and Beeston. When combined with CrossCountry services, there will be four per hour in each direction.

Will the new timetable allow better connections from Matlock to London St Pancras International?

In our proposals, we have planned these to connect better, as well as having slightly longer dwell times at Derby.

Will the new timetable allow good connections from Newark Castle to Matlock, after the direct services are removed in December 2020?

There will be approximately 30 minute connection at Nottingham. Our analysis of journeys shows that the number of passengers travelling through Nottingham on this route is low.

Why can't the services from Matlock extend through to Newark Castle as well?

There isn't sufficient capacity to run more than one train per hour between Derby and Newark Castle. We have decided to run Crewe services through to Newark instead, as this gives a better spread of services throughout the day. It also gives better connections for passengers connecting at Derby for services to London, Leicester and Birmingham.

Will services between Newark Castle and Crewe stop at Long Eaton and Beeston?

Yes, and they will retain direct connections to Matlock as well.

Will stations between Nottingham and Newark Castle get more services throughout the day?

These stations will see a similar level of service as they do at present, however we are planning significant improvements to EMR Regional services from December 2021, with the introduction of newly refurbished trains.

Will stations between Nottingham and Grantham get more services throughout the day?

Radcliffe, Bingham, Aslockton and Bottesford will get one additional peak service in each direction, with the rest of the service remaining similar to today. We are planning significant improvements to EMR Regional services from December 2021, with the introduction of newly refurbished trains.

Will services between Lincoln and Peterborough see any improvement?

Services will be at more consistent times throughout the day, and we are planning significant improvements to EMR Regional services from December 2021, with the introduction of newly refurbished trains.

GENERAL

Will you have earlier arrivals at London St Pancras International in the new timetable?

Yes. In our proposals, we have seen the following improvements: Sheffield (almost 60 minutes earlier), Nottingham (30 minutes), Leicester (five minutes), Derby (30 minutes), all stations from Corby (30 minutes).

Will you be running later departures from London St Pancras International?

Yes. In our proposals, the final departure to Sheffield will be almost one hour later than it currently is, at 23:15, with the final Nottingham service will be at 23:45 and the final Corby service at 23:55. The final service to all intermediate stations to Leicester will be at 00:15.

Will weekend services still extend to York and Scarborough?

We plan to continue Saturday and Sunday services to York, but will not be extending services to Scarborough.

Will there still be direct services from Alfreton and Langley Mill to London St Pancras International during the week and at weekends?

We have no plans to continue running direct services to London from those stations. We will, however, maintain a morning Sheffield to Nottingham service, which will call at these stations and allow connections from Nottingham to London St Pancras International.

ThamesLink /

What will this mean for Thameslink passengers?

In line with the additional EMR services, there will also be some adjustments to Thameslink services running to London St Pancras International.

Bedford: The current morning Thameslink "Express Services" from Bedford to London St Pancras (06:22, 06:52, 07:22, 07:52 and 08:22 departures) will revert to their original calling patterns. This means services will depart earlier and will call additionally at Leagrave and Harpenden. Journey times will increase by approximately six to eight minutes, however passengers at Bedford, Luton and Luton Airport Parkway will be able to use the EMR Electrics services. The evening Thameslink "Express Services" (16:21, 16:51, 17:21, 17:51 and 18:21 departures) from London St Pancras International to Bedford will now call additionally at Harpenden and Flitwick. This will also increase journey times by approximately six to eight minutes but, as above, passengers for Luton Airport Parkway, Luton and Bedford will be able to use EMR Electrics services.

Flitwick: There will be the same level of morning peak services, however we are looking at providing more evenly spaced services to London St Pancras International. The 17:06, 17:36 and 18:06 services from London St Pancras International will no longer call at Flitwick, but there will be five additional trains that will (16:21, 16:51, 17:21, 17:51 and 18:21).

Leagrave: There will be additional morning services from Leagrave to London St Pancras International departing at 06:17, 06:47, 07:17, 07:47 and 08:17, as well as additional evening services from London St Pancras International to Leagrave departing at 17:06, 17:36 and 18:06.

Luton: The current Thameslink "Express Services" from Luton to London St Pancras International departing at 06:39, 07:09, 07:39, 08:09 and 08:39 will call additionally at Harpenden, adding approximately two to three minutes onto the current journey time of 30 minutes. Passengers will have slightly shorter journeys if using the EMR Electrics services. The evening Thameslink "Express Services" from London St Pancras International to Luton will also now call at Harpenden, adding on two to three minutes (16:21, 16:51, 17:21, 17:51 and 18:21 departures).

Harpenden: There will be additional services to London St Pancras International in the morning, departing Harpenden at 06:43, 07:13, 07:43, 08:13 and 08:43. There will also be additional evening services from London St Pancras International to Harpenden at 17:21, 16:51, 17:21, 17:51 and 18:21.

There are no further significant changes planned for Thameslink services. For any comments on the above proposals, please email gtr.timetableconsultation@trrailway.com.

How you can respond

Your thoughts and responses to this consultation are absolutely vital in ensuring we can deliver the best possible timetable for East Midlands Railway passengers.



To respond to this consultation, please visit **eastmidlandsrailway.co.uk/December2020**

What happens now and next?



1.

This consultation will run for 12 weeks and closes on Friday 14th February 2020. Until then, all responses will be recorded and carefully considered to help shape our final timetable submission to Network Rail.



2.

We are required to submit a formal timetable offer to Network Rail and the regulator, the Office of Rail and Road, 40 weeks before the timetable is due to be introduced, in this instance that is March 2020.



3.

Between March and September 2020, there is a formal process to be followed between EMR, Network Rail, the Office of Rail and Road as well as everyone else who uses the railway, including passenger train and freight operators.



4.

Timetables for all train operators across the country will be added to industry systems in mid-September 2020 – 12 weeks before they are introduced.

EMR 2020

The information in this booklet was correct at the time of printing in November 2019, but may be subject to change without prior notice. East Midlands Railway does not accept liability for any inaccuracy of this information.

EMR2020v1