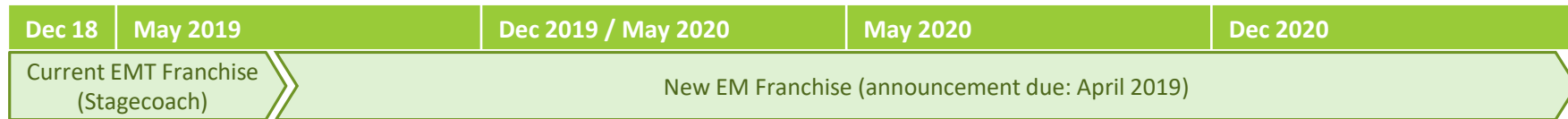


# Improving services on the MML: Options to explore



## Infrastructure

- 4 tracking of railway between Bedford and Kettering complete: Jan 20

- Electrification to Corby: May 2020
- Electric train stabling at Kettering: 2020

## EM Franchise trains

- Option to source alternative diesel stock (eg HSTs) to introduce 2 TPH Corby service [from Jan 20]

- New Franchisee needs to source (probably) existing EMUs
- Current operator of these trains needs to test and introduce new EMUs (to be able to release them)

- Driver training and other setup completed for EMU service to Corby
- **Earliest realistic date for 2 train per hour electric Corby service (including Bedford & Luton stops)**

## EM Franchise Timetable design

- EMT will introduce minor changes – eg address Sat evening gap to Kettering

- Possible revised timetable to make better use of available trains

## Thameslink Timetable design

- Changes following review of TL Express service usage

TL Express services no longer relevant

May 19 changes may be limited to swaps between Harpenden and Luton; anything more significant could be constrained by national NR timescales to December 2019

## Constraints / barriers

- Funding (even with a good business case): Not in Franchise as a requirement. A real issue for extra trains for Corby 2 trains per hour; probably much less so for making better use of existing rolling stock.
- Handover from EM Trains to successor: A Jan 2020 start would be 95% organised by EMT; even a May 2020 start requires substantial input from EMT.

- Eg equal interval service for Kettering & Wellingborough
- Eg better utilization = more capacity.

The UK Rail industry does not have a good recent record on on-time introduction of new electric trains. Both on the electrification itself and making the new trains compatible with the UK environment.

- It may be possible to train drivers etc in parallel with electrification finalisation
- Major risks to the Dec 2020 date are:
  1. Late delivery of electrification
  2. Late availability of EMUs (including refurbishment delays)

No changes to EMT services; TL: 18:51 TL Express to stop HPD & FLT

EAST MIDLANDS TRAINS

Department for Transport  
ThamesLink

Department for Transport  
EM Railway II

Department for Transport  
EM Railway II

These changes could benefit all Midland Main line travellers

AN Other

EM Railway II

Additional funding for rail industry likely to be needed | Politicians / DfT will need to make a decision on relative priorities