

railfuture

East Midlands and Lincolnshire Branches

A growing railway for a growing region

Railfuture is the UK's leading independent organisation campaigning for better rail services and is a voluntary group representing rail users.

Railfuture wants a bigger and better railway to serve the East Midlands fast-growing population and associated economy.



Transport studies carried out by local authorities across the region indicate that without a rethink of our transport strategies, our roads will become increasingly congested, affecting local productivity.

The map overleaf shows a number of rail improvements that can enable that growth to develop sustainably by focusing development along existing and new rail corridors. This will improve accessibility and connections between major population centres as well as helping to mitigate some of the downsides of growth such as traffic congestion.

Regular passenger services: Some routes such as Lincoln to Grimsby or Peterborough to Doncaster via Lincoln have an irregular service, which deters users. The town of Brigg has just one train each way per day! Rail improvements elsewhere show a regular service results in significant passenger increases. All routes should have a minimum hourly clockface service with at least two trains per hour between major centres.

A zero-carbon railway: To achieve a zero-carbon railway, key passenger and freight routes need to be electrified. Secondary routes should be served by either battery or hydrogen-powered trains, using the overhead line where available. Many existing diesel trains are coming to the end of their lives, so decisions are needed quickly on future fuel strategy.

How can you help? By joining Railfuture, you can help our campaign for a better rail system.

More details on our website:

www.railfuture.org.uk

E-mail: eastmidlands@railfuture.org.uk

Or contact Dr Don Peacock,
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New lines and stations: There are a number of existing freight-only lines where passenger services can be restored to reconnect towns such as Coalville, Ashby-de-la Zouch, Castle Donington, Edwinstowe and Ollerton to the rail network. Other lines and spurs can enable new or faster connections between towns such as between Burton upon Trent and Lichfield. New lines such as Matlock to both Buxton and Chinley can create new strategic routes between the East Midlands and the North West.

Facilities for freight: The region already handles a significant amount of rail freight, with key terminals at Doncaster, Sheffield, Immingham Port and at East Midlands Gateway near Castle Donington. With no obvious alternative to diesel-powered lorries on the horizon there is a need to get more freight onto the railways. Government accepts that moving goods by rail can save up to 75% energy use and a single freight train can remove 50 lorries from the roads. Space for new terminals needs to be identified and capacity provided to enable freight trains to run alongside increased passenger services.

There is a growing awareness of the role that rail can play in supporting a sustainable and growing economy. There is an urgent need for local authorities and government to agree a strategy and start investing in our railways now!

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Chesterfield - Beighton - Sheffield

New passenger service on existing freight line to serve new development.

Matlock - Buxton - Chinley

New rail route to create a strategic link to Manchester.

Derby - Birmingham

Key passenger and freight route – priority for electrification.


Burton on Trent - Leicester

New passenger service on existing freight line.

Key

Existing Electrified route 

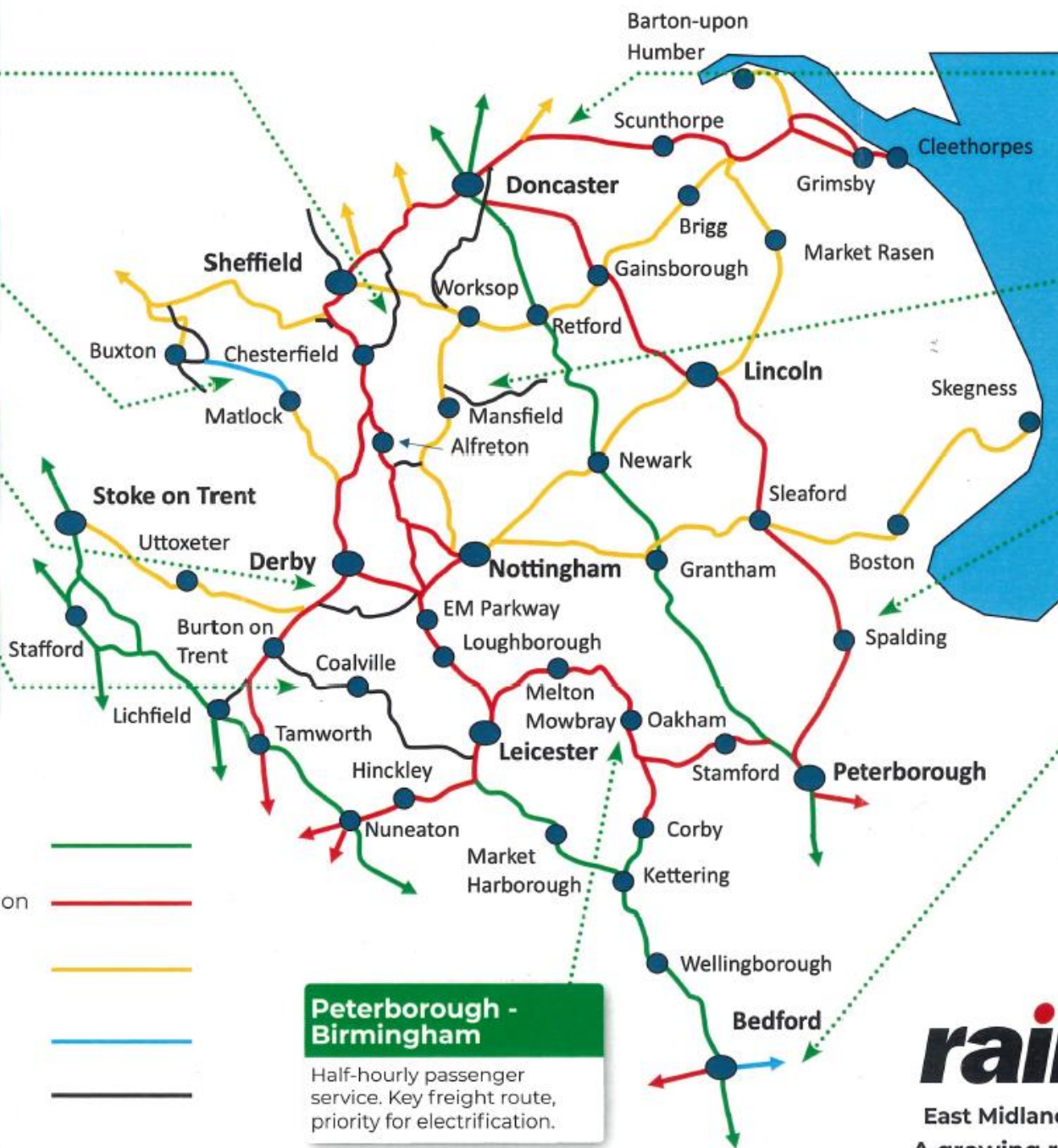
Priority route for electrification 

Route for future Battery/hydrogen Trains 

Proposed new route 

Freight route 

Note: not all stations shown



Doncaster - Scunthorpe

Hourly local passenger service. Key freight route, priority for electrification.

Mansfield - Ollerton

New passenger service to Nottingham on existing freight line.

Peterborough - Sleaford - Lincoln

Regular hourly and Sunday passenger service required. Key freight route, priority for electrification.

East - West Main Line

New rail route linking Oxford and Cambridge.

Peterborough - Birmingham

Half-hourly passenger service. Key freight route, priority for electrification.

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