

Dear Sir/Madam,

I wish to inform you of Derbyshire County Council's comments on Network Rail's Strategic Business Plan. Due to time constraints this is an officer response and has not been approved by Members.

Comments:

1] We support the long awaited electrification of the Midland Main line as part of the Electric Spine proposals provided that electric rolling stock is used that is not slower than the diesel trains they will replace. The infrastructure upgrades being delivered on MML in CP4 have been hard won, and we would expect electrification to bring further benefits on journey times and efficiency.

2] We also support the electrification of the MML slow lines north of Bedford, and the Manton, Erewash and Beighton diversionary routes for passengers and freight to allow rail to provide a seven days a week service capability at times of engineering work on the main route.

3] We would also support the remodelling of Derby Station as part of the MML electrification to deliver further journey time and efficiency benefits from the constrained nature of the current layout.

4] We strongly support the addition of the Matlock branch line [6 miles] from Ambergate to the MML electrification scheme to enable the whole Matlock-Derby-Nottingham route to be operated by electric trains. This would considerably improve journey times and release up to 4 diesel trains for use elsewhere on the network. We understand the electrical power provision planned for the MML electrification scheme has capacity to incorporate the Matlock branch for no extra cost.

5] We endorse the general comments of the Local Government Association, and the specific comments of Transport for Greater Manchester [on Northern Hub] and the Rail Freight Group [on freight]

We also endorse all of the other elements in the Plan to improve the rail network and its performance in CP5.

Yours faithfully

Kevin Williams