

17 Gables Lea  
Sutton Bonington  
Leics  
LE12 5NW

Valentina Licata  
Office of Rail Regulation  
1 Kemble St  
London  
C2B 4AN

1st September 2013

Dear Ms Licata

**Draft Determination of Network Rail's Outputs and Funding for 2014-2019**

I respond to the above document on behalf of LANRAC, an organisation which represents various district, borough and some county councils along the Midland Main Line between Bedford, Nottingham and Derby.

We have campaigned for the electrification of the line between Bedford and Sheffield for some time and welcome the commitment of DfT to this, along with some specified line speed improvements. However, we are concerned that Market Harborough Station improvements remain unspecified within the programme and, if excluded, will negate the full benefit that the electrification of the line will yield as follows.

- The current track alignment will continue to limit the speed of through trains to 60mph.
- The station's south bound platform will remain inaccessible for disabled travelers.
- The platform curvature will continue to necessitate an unacceptably large gap at the train/platform interface.
- The platform length is insufficient for the longer trains in current use by East Midlands Trains.
- The ambience and passenger protection in inclement weather is unacceptable for a station with its current level of footfall.

We feel that these issues can only be resolved by the building of new platforms and track realignment, which could only be economically viable prior to the electrification of the line. We look forward to a reassessment of Market Harborough Station and a commitment to further line speed improvement on this important rail transport corridor.

Yours sincerely

Terry Holt C Eng M I Mech E  
(Secretary and Policy Officer – LANRAC)