



REPORT OF THE LEADER OF THE COUNCIL

HIGH SPEED 2 AND WIDER RAIL ISSUES

Purpose of Report

1. The purpose of this report is as follows:
 - a) To set out the latest developments regarding High Speed 2 (HS2) and specifically, to welcome the submission to be made to the government by the East Midlands HS2 Board of the final version of the East Midlands HS2 Growth Strategy;
 - b) To seek delegated authority for the Corporate Director Place to agree the final submission of the Growth Strategy; and to respond to various consultations and agreements with HS2 Limited in consultation with the Leader of the Council, as referenced in the report.
 - c) To set out the latest decisions on the electrification of the Midland Main Line and to seek authority for Communities & Place Committee to lead on the County Council's response to the East Midlands Rail Franchise consultation.

Background

2. HS2 matters have previously been considered by this Committee as well as by the then service Committees of Transport and Highways and Economic Development. The most recent reports are referenced under the Background Papers. In addition, HS2 and related rail issues impacting on this and neighbouring authorities are referenced in update reports on the activities of the East Midlands Councils (EMC) which has to date led on the development of the HS2 Growth Strategy with the D2N2 Local Enterprise Partnership (LEP) and its core partners, including the County Council. The Council is represented on the East Midlands HS2 Strategic Board by the Leader of the Council.
3. The County Council endorsed "The Emerging East Midlands Growth Strategy" and its submission to government at its Policy Committee meeting in September 2016. Since then, the partners have been working on a more detailed set of proposals for a further submission to government as a final East Midlands HS2 Growth Strategy later in September 2017.
4. A presentation on the draft of this submission entitled "World Class – Locally Driven" was considered at the July 2017 meeting of the Strategic Board and following discussion, the draft submission was approved, with the final sign-off being delegated to the Chair of the Board and the D2N2 LEP Chair. Attached as an appendix to this report is a copy of the July draft, noting that the Board agreed some amendments at its meeting (as referenced later in this report) and the final draft is of course yet to be agreed.

5. The success of the HS2 Growth Strategy is dependent on a number of factors, one of which will be ensuring that Nottinghamshire residents and businesses as well as those from outside the county are able to access and maximise the opportunities HS2 offers. These opportunities include both the direct benefits from HS2 coming to the county as well as its knock-on benefits which include the potential to open-up the possibilities to improve existing non-HS2 rail services (e.g. increasing capacity on existing services and providing opportunities for new services on the local non-HS2 rail network). It is important therefore that the upcoming East Midlands Rail Franchise considers both physical access to HS2 as well as access to other key local, regional and national destinations for both economic and leisure opportunities.

HS2

6. While the Government announced its preferred route for Phase 2 of HS2 in November 2016, a consultation on a number of refinements on both Phases 2a and 2b was announced at the same time, culminating in a decision by the Secretary of State for Transport in July 2017 when the final route was announced. This should see legislation being developed for consideration by Parliament in 2019 with an anticipated approval by 2022, with construction commencing shortly thereafter. It is currently anticipated that the line and the HS2 East Midlands Hub Station will be open by 2033.
7. The draft Growth Strategy sets out an ambitious approach to maximise the economic and connectivity impact of HS2 on the sub-region, reflecting the significant potential of the station itself and of its proposed associated Innovation Village at Toton. More broadly, the Strategy looks to exploit the growth potential of HS2 through the development of a series of garden villages at Stanton, Chetwynd and other possible development sites clustered around the Toton station and alongside or connected to the line. The Strategy also focuses on the development of Chesterfield station and the HS2 maintenance depot at Staveley in Chesterfield and finally, reflects on the potential of HS2 to have a significant impact on skills development, to support local employment opportunities and to develop the supply chain within existing local businesses and to stimulate further business growth.
8. The East Midlands HS2 Station at Toton will be the best connected on the high speed network outside of London. Integrated with the station, the Innovation Village will be developed with our nationally recognised local universities, research and development specialists and high growth businesses to attract and retain talent and create up to 10,000 jobs. The Council will also be exploring how the Innovation Village can be developed to be the best digitally connected place, an integrated place to live, work and play. The Strategy is supported by a series of specialist reports, prepared by leading consultancies offering a significant degree of technical detail and commercial testing.
9. The Growth Strategy submission to government attempts not only to develop a proposition that excites, is deliverable and which maximises the economic impact, it is also designed to make a case for key enabling infrastructure to be included within the Phase 2b hybrid bill. The key elements highlighted within the Strategy may be summarised as follows:
 - New Toton Lane and links onto the A52 east of “Bardills” roundabout
 - New junctions on A52 to the west of the M1;
 - Grade separated junction off the A52 offering access to the Hub Station;
 - Local access linkages to / from the Station via Long Easton, Stapleford and Sandiacre;

- Park & Ride site at Junction 25 of the M1;
 - Innovation Village – internal connectivity / pan-HS2 connections including a sustainable transport link at the station and across the HS2 line to facilitate onwards connectivity to the Park & Ride and the East Midlands Airport;
 - Classic-compatible and rail connectivity via improvements to the Trent Junction and potentially opening up the existing freight link via the Station to Ashfield / Mansfield;
 - Land assembly, re-locations and remediation issues.
10. In agreeing the draft at its meeting in July, the Strategic Board requested some additional changes, to be incorporated into the final version including:
- A required stress on the importance of required mitigation measures;
 - A stronger reference to the Maid Marian Line and its connectivity to the Hub Station to / from the Ashfield / Mansfield area;
 - A greater stress on the welcome participation of the three universities on delivering the Innovation Village concept;
 - The potential for additional mix use sites to be included within the Strategy;
 - A greater cross-referencing with the technical evidence base to highlight key benefits;
 - A re-ordering and a required additional detail on the 'key asks';
 - A stronger positioning on the Nottinghamshire economic impact and the referencing to the East Midlands Station being located at Toton in Nottinghamshire.
11. The Strategy seeks the government's assurances that it will see these provisions included within the hybrid bill and cross-referenced within its related requirements such as the forthcoming Environmental Impact Assessment. It also seeks to ensure that the government departments, its agencies such as Highways England and the Homes and Communities Agency and strategic initiatives such as the Midlands Engine (and its strategic transport plan, Midlands Connect) are all aligned and engaged in supporting this major development.
12. At the time of writing this report, a number of pieces of work are still to be completed in support of the Strategy, including potential delivery models and funding and investment strategies.
13. The Committee is requested to endorse the development of the East Midlands HS2 Growth Strategy. While the route announcement and the submission of the Growth Strategy marks a significant step forward in bringing HS2 to fruition and in particular, sets an important context for the hybrid bill, the work continues. The Board and the local authorities involved will be looking at potential delivery models and governance arrangements going forward, alongside other detailed requirements such as the East Midlands Gateway Connectivity Plan, looking at detailed transport modelling for the Hub Station.
14. Finally, given the stated intention to bring forward a third hybrid bill, a series of consultations on the technical scope and methodology to be used in the Environmental and Equality Impact Assessments have been published by HS2 limited. The deadline for responses to both is the 29th September and should the Council choose to respond, it is proposed that this is delegated to the Director for Place in consultation with the Leader. Other technical matters such as the safeguarding of land and a memorandum of agreement on the working relationship with HS2 Limited have been issued and it is again proposed that responses to

such matters are delegated to the Director for Place in consultation with the Leader. Further reports will be brought to this Committee as progress is made.

East Midlands Rail Franchise

15. The East Midlands franchise was originally due to end in March 2015 but has been extended several times and is now planned to end in August 2019 (a proposed timetable for the franchise is shown in the table below). Consultation on the proposed East Midlands rail franchise from August 2019 to March 2024 was published by the Department for Transport (DfT) on 20th July 2017; and the consultation period runs for 12 weeks from 20th July to 11th October 2017. The consultation is seeking views on the East Midlands franchise network now as well as how to improve it in the years to come, and respondents are able to make comments by answering 30 specific questions covering topics such as:

- Service enhancements (such as routes operated, frequency of services; journey time improvements; on-board capacity; and on-board facilities)
- Community rail partnerships
- Access to stations
- Ticketing and information.

Date	Activity
20 th July	Start of public consultation
11 th October 2017	End of public consultation
April 2018	Issue invitation to tender to bidders
July 2018	Receipt of bids
Autumn/Winter 2018/19	Assessment of bids
Spring 2019	Contract award to winning bidder
August 2019	Start of new franchise

16. The County Council's response to each of the questions will be developed by the appropriate members and officers over the coming weeks prior to the deadline for submission of responses. It is planned that a report detailing the County Council's response to the franchise consultation questions will be presented to 5th October 2017 Communities & Place Committee for approval.

Electrification of the Midland Main Line

17. On 20th July 2017 Government announced that the planned electrification of the Midland Main Line between Kettering, Nottingham and Sheffield would be scrapped (along with the electrification of routes between Cardiff and Swansea; and Oxenholme and Windermere). Government has suggested that the introduction of bi-mode trains (running on diesel and an unspecified non-diesel source) by 2022 which are to be required as part of the East Midlands Rail Franchise would mean that electrification of the Kettering to Nottingham and Sheffield section of the route is no longer required.

18. The County Council wants to secure faster, more reliable, more comfortable trains with capacity to meet both existing and future rail demands. These services need to reduce their environmental impact and operate at a lower cost than the current all-diesel fleet, so that new services are as commercially and economically affordable as possible. Electrification of the Midland Main Line to Sheffield and Nottingham is seen as the primary method to achieve these objectives.

19. The proposed bi-mode trains referenced by DfT are currently untested on high-speed services such as the Midland Mail Line and are unlikely to be in service in the short to medium-term. There is also no evidence that such trains will offer the same benefits that electrification of the line would offer (in terms of journey time reductions, commercial savings, environmental benefits, etc.). The County Council are therefore seeking information on existing and trials of future bi-mode trains to determine their suitability.
20. The current HS2 plans to route services to Chesterfield and Sheffield via the Midland Main Line depends on electrification. DfT is still to confirm if this section of the network will be electrified but any decision not to progress electrification on this section will prejudice these plans.
21. The impact of DfT's decision not to progress electrification could therefore have direct cost and delivery ramifications for HS2, as well as potentially impacting on aspirations to improve connectivity to the north and to accessing the Thames Valley through 'classic' non-HS2 services. The cancellation of the electrification will also directly impact on the local economy as a consequence of potentially abortive investment in equipment and training.

Other Options

22. The Council may choose not to welcome the HS2 Growth Strategy, noting that it has already been endorsed by the East Midlands HS2 Strategic Board. The Council may also prefer not to respond to the consultation on the East Midlands Rail Franchise.

Reason/s for Recommendation/s

23. To provide information on the continuing development of the HS2 rail proposals and specifically their impact upon the county. The report offers details of the recent announcement by government and offers the opportunity to review the development proposals associated with HS2 and the East Midlands Hub Station, located at Toton in Nottinghamshire.
24. If the County Council wishes to influence the future East Midlands Rail Franchise (and essentially rail services in the county) the Council needs to make formal representation through the consultation response.

Statutory and Policy Implications

25. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described in the body of the report.

Financial Implications

26. There are no immediate financial implications arising from this report. The costs associated with the development of the HS2 work are resourced via support from government, offered to the D2N2 LEP on the partners' behalf.

RECOMMENDATIONS

27. It is recommended that Policy Committee:

- a) Endorses the East Midlands HS2 Growth Strategy and welcomes its submission to government by the East Midlands HS2 Strategic Board;
- b) Delegates authority to the Corporate Director for Place to agree the final version of the Growth Strategy; and to respond to various consultations and agreements with HS2 Limited as referenced in the report, in consultation with the Leader of the Council;
- c) Delegates authority to the Communities & Place Committee to approve the County Council's response to the East Midlands Rail Franchise consultation.

COUNCILLOR MRS KAY CUTTS, MBE
Leader of the Council

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Constitutional Comments [RHC 23/8/2017]

Policy Committee is the appropriate body to consider the contents of this report.

Financial Comments [RWK 24/08/2017]

The financial implications are set out in paragraph 26 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- The draft East Midlands HS2 Growth Strategy is attached as an Appendix to this report
- Rail Issues Update, report to the Transport & Highways Committee 16th March 2017
- High Speed 2, report to the Economic Development Committee 7th February 2017
- East Midlands Rail Franchise Public Consultation – Department for Transport, July 2017

Electoral Division(s) and Member(s) Affected

All