

## **REPORT OF THE LEADER OF THE COUNCIL**

### **THE INTEGRATED RAIL PLAN IN THE EAST MIDLANDS**

#### **Purpose of the Report**

1. To provide Policy Committee with an overview of the recently announced Integrated Rail Plan (IRP) and the opportunities for growth and investment in Nottinghamshire and the East Midlands.

#### **Information and background**

2. In February 2020, Government announced a commitment to providing better rail connectivity between London, the Midlands and the North. As well as committing to deliver HS2, the Government announced a commitment to improving connectivity between northern cities as well as between London, the Midlands and the North.
3. The Government has engaged the National Infrastructure Commission, HS2 Ltd and local leaders to develop the Integrated Rail Plan for the Midlands and the North. Nottinghamshire County Council has engaged with the IRP development throughout and had regular engagement with Government, the NIC, and worked in close partnership with regional partners through Midlands Connect, the East Midlands HS2 Strategic Board, chaired by the Leader, and the HS2 East Campaign, jointly chaired by the Leader and the Leader of Leeds City Council. The IRP was announced in November 2021.

#### **The key proposals for Nottinghamshire and the East Midlands**

4. The IRP provides the basis for major rail investment in the East Midlands over the next 30 years. For Nottinghamshire and the East Midlands, the key proposals are:
  - Investment valued at c£12 billion – connecting Birmingham and the West Midlands to the East Midlands via a High Speed connection to East Midlands Parkway, Nottingham, Derby and Chesterfield directly.
  - A commitment to review options to connect the East Midlands and Leeds in the North – including via Toton, via the Midland Mainline or via connection to the East Coast Mainline.
  - A regional station for Toton to complement the development being brought forward by the East Midlands Development Corporation; Government recognises the significant growth and development opportunities generated for the Toton site.

- A regional package of connectivity for road and rail, including full electrification of the Midland Mainline, exploring the extension of the Robin Hood Line to Ollerton, introduction of services on the Maid Marion Line and extension of the Tram to Toton.
  - HS2 Services to serve Chesterfield in north Derbyshire via the Midland Mainline.
  - Delivery of the Midlands Rail Hub with benefits for interregional connectivity between the East and West Midlands.
  - Commitment to accelerate the East Midlands Development Corporation (EM DevCo) as a key means of delivering the IRP for the region to unlock economic, social and environmental benefits, as well as support the East Midlands Freeport proposition.
5. An initial assessment of the IRP demonstrates that a significant proportion of the benefits set out in the HS2 Growth Strategy, EM DevCo business case and Freeport business case can be unlocked through this investment. Further work is required to recalculate the full benefits and to programme their delivery.
  6. There are additional benefits in the IRP that will need to be more fully analysed and assessed. These include the significant acceleration of delivery – the services and upgrades are expected to be delivered many years sooner than the original estimates for the full delivery of HS2 Phase 2b. The acceleration of benefits and the commitment to Toton, will also help bring forward development on the County Council owned land and related opportunities in the EM DevCo business case.
  7. The Government investment in this regional package would complement proposals currently under discussion with local partners for a County Deal. A strong Nottinghamshire and regional plan for economic growth is moving forward positively. Business cases for schemes that would support the Robin Hood Line extension and the Maid Marion Line, for example, are in development by the County Council with local District and Borough partners.

## **Further considerations**

8. Midlands Connect, the East Midlands HS2 Executive Board and Transport for the East Midlands (TfEM) will meet over the coming weeks to consider the IRP in detail. The County Council will continue to engage constructively in influencing the programming of IRP delivery.
9. Clearly much work will be required to implement these and other proposals in the IRP. Early engagement with the Department for Transport will be sought in order to explore the full detail of the IRP and to develop collaborative approaches with Government to expedite delivery and the development of the additional schemes.
10. Local leaders in the East Midlands will continue to make the case for full delivery of the Eastern Leg of HS2 to connect the towns and cities of the Midlands and the North. Toton remains a key regional growth asset and local partners will continue to advocate for the northern section of HS2 to be built through the Toton route.

## **Other Options Considered**

11. None

## **Reason for Recommendation**

12. To enable the Committee to consider emerging Government investment in rail connectivity and opportunities this brings for Nottinghamshire and the East Midlands.

## **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Financial Implications**

15. There are no direct financial implications arising from the recommendations of this report. There is no financial contribution of resources required at this stage. It will be a matter for a future Policy Committee to consider benefits and delivery plans, including any financial implications.

## **Implications for Sustainability and the Environment**

16. Core components of the East Midlands Development Corporation and Freeport bids are focused on enhancing natural capital, environmental sustainability and our journey to a zero carbon future. The proposition at Ratcliffe on Soar includes the 'ZERO' facility, bringing research, innovation and enterprise together with industry and investors on one site to accelerate the design and delivery of new zero carbon technologies and manufacturing. Similarly, the proposals at EM Intermodal Park and the Airport sites in the Freeport bid will include low carbon industries.

## **RECOMMENDATION**

17. Policy Committee is invited to:

1. Welcome the positive Government commitments in the IRP to invest in a significant rail package for the benefit of Nottinghamshire and the East Midlands
2. Agree that the Leader of the Council continue to advocate for Nottinghamshire and the region in engaging with Government and regional partners such as HS2 East and Transport for East Midlands.
3. Seek early engagement with Government to explore the commitment to 'accelerate' the East Midlands Development Corporation.
4. Agree to a further report being brought to Committee to set out the revised benefits, delivery plans and the capacity/support required from the County Council to move forward the next steps.

**Councillor Ben Bradley MP**  
**Leader of the Council**

**For any enquiries about this report please contact:** Adrian Smith, Corporate Director Place –  
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**Constitutional Comments (CEH 18/11/2021)**

19. The report falls within the remit of Policy Committee

**Financial Comments (RWK 18/11/2021)**

20. There are no specific financial implications arising directly from the report.

**Background Papers and Published Documents**

- <https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands>

**Electoral Division(s) and Member(s) Affected**

- All