



16 March 2017

Agenda Item: 11

REPORT OF DIRECTOR OF PLACE DEPARTMENT

RAIL ISSUES UPDATE REPORT

Purpose of the Report

1. The purpose of this report is to update Committee regarding ongoing rail consultation responses.

Information and Advice

High Speed 2 (HS2)

2. On 15th November 2016 the government announced the preferred route for the HS2 Phase 2b route from the West Midlands to Leeds; which includes sections of the route in Ashfield and Broxtowe. Royal Assent has now been granted for phase 1 (to Birmingham), with the Hybrid Bill for phase 2a (to Crewe) drafted and scheduled to be deposited this summer (2017). The Hybrid Bill for phase 2b (to Leeds) is then expected to be deposited by end of 2019.
3. The preferred route includes a number of refinements to the route previously consulted on in 2013. A number of these refinements are not subject to further consultation. This is because they are considered to reflect earlier feedback, including two local refinements at:
 - East Midlands Hub Station – whilst the configuration of the hub station has not changed and it remains in the same general area, it has been moved approximately 150m south to enable the route to fit between Stapleford and Sandiacre. The route north out of the station has moved approximately 50m west and has reduced in height when passing over the Erewash Canal and existing rail line
 - Strelley – whilst the route follows the same corridor, it has moved several metres east.
4. The government are undertaking consultation on seven refinements to the route, including:
 - East Midlands Hub approach around Long Eaton – amended vertical alignment to address local concerns about the creation of a physical barrier, highway impacts and flood risk from the extended viaduct. This refinement includes a short section in Stapleford, where the route will move slightly further west (away from existing properties)
 - The route close to Huthwaite (but actually within Derbyshire) – amended alignment on the section close to the county boundary near Huthwaite, where the route will move slightly closer to the county boundary
 - Route along A42 around East Midlands Airport (Leicestershire) – this section of the route now runs alongside (east of) the A42 and M1 rather than a tunnel under the airport.

5. The consultation on the seven route refinements closed on 9th March 2017.
6. As part of the process, now that a preferred route has been announced, there was also a consultation on property compensation. This property compensation and assistance scheme consultation was available for comment by homeowners and businesses affected by the plan and reflects the Government's commitment to providing property compensation to those affected by the scheme.
7. Whilst none of the seven route refinements is within the Nottinghamshire Local Authority boundary, it was considered important that the County Council still responded to support the overall project. Our response has thus first and foremost re-iterated our strong support for Toton as the location for the HS2 Hub Station to serve the East Midlands.
8. Other comments have been limited to strategic issues including the importance of classic compatible services, welcoming the safeguarding to allow affected property owners compensation, welcoming the alternative vertical alignment options for consideration at Long Eaton, the need for suitable access from A52, the need for the tram to extend to the Toton site (as well as improved access via other sustainable transport modes), consideration of access from Mansfield/Ashfield via the existing rail freight line and support for the proposed Eastern leg as the most economically effective route to serve Scotland by HS2.
9. The HS2 consultation events in the East Midlands were well attended and provided valuable information to allow local groups / organisations to respond directly to the formal consultation exercise.

East Midlands Trains franchise

10. On 16 November the Government announced the East Midlands Rail Franchise Prospectus setting out the aspirations for the franchise and providing bidders interested in the Franchise with details of the competition process and early guidance. East Midlands Council (EMC) with the support of Nottinghamshire County Council has employed David Young of SCP consultancy to coordinate a response on behalf of the East Midlands and to work with the Department for Transport (DfT) on the franchise process. Formal consultation is due to commence in March for a 12 week period before Invitation To Tender (ITT) documents are submitted. The framework for the EMC response is detailed below.
11. The strategic objective for the new East Midlands Rail Franchise is to support the drive for economic growth across the East Midlands by increasing connectivity, for people and businesses, in three ways:
 - **Intercity** connectivity from the East Midlands to the air and sea ports and major cities in the UK, especially London, Birmingham, Manchester and Liverpool, Leeds and Sheffield, Cambridge and Scotland;
 - Between Derby, Leicester, Lincoln and Nottingham which are the four **Regional Hub** cities within the East Midlands; and,
 - **Local services** providing access for outlying communities into the key towns and Regional Hub cities of the East Midlands.

12. This requirement to improve intercity, regional hub and local rail services is consistent with both the Midlands Engine and Midlands Connect initiatives.
13. Locally the requirement to improve intercity, regional hub express and stopping local rail services, means that each *service type* has its own needs, but common across each service type is the need to:
- **Ensure sufficient capacity** is provided to address the existing problems of overcrowding, adequately meet today's needs and be able to accommodate the anticipated growth of each town/City throughout the life of the franchise;
 - **Provide the right quality of train** that is attractive to existing and potential customers and importantly meets the travelling needs appropriate to the intercity, regional or local trip being made and branded accordingly, and allowing customers to make best use of their time whilst travelling;
 - **Minimise journey time, improve connectivity and increase frequency**; and
 - **7 day railway serving a 7 day economy by providing services meeting peoples needs**, meeting the diverse economic, retail and leisure needs of the East Midlands region.
14. Key Nottinghamshire service options under consideration include:
- Nottingham in 90 minutes (from London)
 - An hourly limited stop service between Lincoln and Birmingham
 - Restoring two trains per hour between Lincoln and Nottingham
 - Increased service frequency/capacity between Nottingham and Derby
 - Increased service frequency/capacity between Nottingham and Leicester
 - Increased service frequency/capacity between Nottingham and Lincoln
 - Increased stopping services between Nottingham and Grantham
 - Enhanced Sunday services and
 - Consideration of opening new lines to passengers such as Mansfield to Ollerton.

Other Options Considered

15. The consultation documents detail the processes undertaken to date.

Reason/s for Recommendation/s

16. The proposals will support sustainable economic growth.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), 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 below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is recommended that Committee note the content of this report and that further consultation responses regarding East Midlands Rail Franchise be reported to a future Committee.

Adrian Smith - Corporate Director Place Department

For any enquiries about this report please contact:

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Constitutional Comments (SLB 20/02/17)

18. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (GB 20/02/17)

19. There are no financial implications arising directly from this report.

Background Papers and Published Documents

None.

Electoral Division(s) and Member(s) Affected

All