

15 December 2016**Agenda Item: 5****REPORT OF DIRECTOR OF PLACE DEPARTMENT****RAIL ISSUES UPDATE REPORT****Purpose of the Report**

1. The purpose of this report is to update Committee on rail issues in the county.

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.
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 closes on 9th March 2017.

6. As part of the process, now that a preferred route has been announced, there is also a consultation on property compensation. This property compensation and assistance scheme consultation is 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. As with the above, this consultation closes on 9th March 2017.

Rail connectivity to the proposed East Midlands Hub Station

7. The County Council and partners are working to identify effective transport links (road, rail, light rail) to the proposed Hub Station, including potential classic rail connectivity from Beeston, Nottingham, as well as Ashfield and Mansfield.
8. It is important that this work ensures that any improvements by classic rail services connecting to the Hub from Nottingham will not be diverted from any existing rail service, all of which are well used (over 6 million passengers per annum to/from Nottingham), as that would extend journey times and disrupt existing connectivity between Nottingham, Beeston & Attenborough to/from other stations outside Nottinghamshire.
9. Ashfield and Mansfield currently has a very poor train service to/from both London and Birmingham, with very slow journey times. HS2 offers the opportunity to change this situation and provide a major boost to regeneration of the area. This is potentially possible because of an existing freight rail link that leads directly from the Robin Hood line at Kirkby in Ashfield down into Erewash Valley where it joins the Chesterfield - Toton route. Currently the line from Kirkby in Ashfield is only used by freight but it would be capable of use by passenger trains. It is estimated that the journey time to London from Ashfield to London via HS2 with direct rail to/from Toton would be less than 1 hour 30mins; and less than an hour to Birmingham.
10. The investigations into the feasibility of delivering these improvements are still in the early stages and are yet to be costed. Funding sources for such improvements are also uncertain and there is currently no funding allocated for the delivery of any such improvements as part of the HS2 funding arrangements.

Electrification of the Midlands Mainline

11. The electrification of the Midland Mainline was 'paused' by government in June 2015 in order to allow Network Rail to focus on Great Western line improvements. Thankfully this was then 'unpaused' in September but delayed so as to not be completed until 2023. Recent overspends on other corridors have again raised concerns and Members of Parliament from a number of constituencies along the route attended an adjournment debate on the issue on 7th November 2016 to discuss the electrification of the East Midlands Mainline and seek assurances on its future progress.
12. The Rail Minister told Parliament, that the decisions are being made to ensure value for money for the tax payer, and a better experience for the passenger. He did say that the Government will deliver electrification from London to Kettering and Corby by 2019 and that development work is continuing on further electrification of the route to Sheffield and Nottingham but did not indicate any timetable for electrification to Nottingham and Sheffield.
13. The timing is critical because decisions on new rolling stock for the next East Midlands Rail franchise need to be made now as the High Speed Train (HST) stock is now life expired and

too expensive to refurbish. There is also a strong linkage between Midland Mainline electrification and HS2 in that it unlocks the ability to run classic compatible services (capable of leaving the new high speed infrastructure and continuing their journeys on the existing standard rail network) into Nottingham once the HS2 Eastern leg has been built.

14. In conclusion, it is unlikely that Government will confirm a timetable prior to the East Midlands refranchise process and thus the bidders will have to assume that electrification will not go ahead during the period of the new franchise. Lobbying to date has prevented the abandonment of the electrification proposals, recognising the impacts in relation to rolling stock and High Speed Rail proposals.

East Midlands Trains franchise

15. 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. A paper is currently being put together to take on board the key issues which will be reported through EMC Executive Board for approval later this year. Formal consultation will commence in December for a 12 week period before Invitation To Tender (ITT) documents are submitted in May 2017. The framework for the EMC response is detailed below in paragraphs 16-18.

16. 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.

17. This requirement to improve intercity, regional hub and local rail services is consistent with both the Midlands Engine and Midlands Connect initiatives.

18. 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.

Dukeries Line

19. Currently to enable the re-opening of the line to passenger services funding is needed for 5 elements:

- Development and design;
- The renovation of the old stations in Warsop and Edwinstowe and construction of a new station at Ollerton;
- Bringing the tracks, signalling and related infrastructure up to passenger line standards;
- Alterations to Network Rail's test track; and
- An annual revenue subsidy.

20. This has been estimated at capital costs of in excess of £20m plus an annual revenue cost of approaching £1m. The only available funding sources for the capital works are either through the LEP or the New Station Fund, both of which require match funding and all other funding elements to be already committed. These multiple funding processes are outside the control of the County Council and in order for this scheme to move forward needs a coordinated commitment from within central Government. A meeting with the new Rail Minister was arranged on 21st November to raise these issues and it was consequently agreed that the Minister would discuss the issues with the Secretary of State for transport.

Other Options Considered

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

Reason/s for Recommendation/s

22. The proposals will support sustainable economic growth.

Statutory and Policy Implications

23. 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

- 1) It is recommended that Committee:
Note the content of this report and that further consultation responses will be reported to a future Committee.

Tim Gregory - Corporate Director, Place

For any enquiries about this report please contact:

Kevin Sharman: Team Manager – Transport Planning and Programme Development

Constitutional Comments (SJE – 01/12/2016)

24. As this report is only for noting by Committee, Constitutional Comments are not required.

Financial Comments (GB – 02/12/2016)

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

Background Papers and Published Documents

None.

Electoral Division(s) and Member(s) Affected

All.