

Meeting:	JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT
Date:	15 th December 2023
From:	Joint Officer Steering Group

Transport Update

1 SUMMARY

- 1.1 This report provides an update on the transport related issues across the Greater Nottingham conurbation. The report gives an update on train service developments, the cancellation of HS2 and the potential alternative transport initiatives to be funded by government.

2 BACKGROUND

Train service developments

- 2.1 From the start of the Winter 2023 timetable on Sunday 10th December 2023, East Midlands Railway and Cross Country Trains have introduced a number of service changes. These include:-

- Reinstatement of four Nottingham – Crewe via Derby and Stoke-on-Trent services (two each way) and one Liverpool Lime Street – Nottingham morning service
- Withdrawal of some late evening services north of Mansfield Woodhouse on the Robin Hood Line and an early morning Nottingham – Sleaford service.
- Reinstatement of the Nottingham – Derby – Birmingham New Street service following completion of the platform works at Birmingham New Street.

- 2.2 There are no major changes to the Northern service between Nottingham and Leeds.

- 2.3 In a separate development the Department for Transport has instructed train operators (including East Midlands Railway and London North Eastern Railway) to withdraw their proposals for ticket office closures and changes to hours of operation, which would have affected a number of stations such as Nottingham, Beeston and Newark. Both authorities had objected to the proposals.

HS2 and Midland Main Line electrification

- 2.6. As reported previously Network Rail continue to progress the electrification of the Midland Main Line north from Kettering to Wigston South Junction south of Leicester. They are also procuring contracts for the further electrification north to Nottingham, Derby and Sheffield, through a series of contracts. However, these are subject to affordability and value for money.
- 2.7. On the 4th October 2023 the Prime Minister announced all elements of the HS2 project north of Birmingham would be cancelled including the Eastern link between Birmingham and East Midlands Parkway. In its place a series of alternative transport policies and projects would be pursued. This has significant implications for the region and in particular the Greater Nottingham Strategic Plan, of which HS2 eastern was a major component.
- 2.8. Property purchase schemes and safeguarding schemes in place for HS2 Eastern have now been suspended and properties already in HS2 possession are to be disposed of.

2.9. Full details of the proposed alternative, but subject to full business case, affordability, value for money and feasibility, schemes throughout the United Kingdom can be found at: -

[Network North: transforming British transport \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
[Find out about every new transport project in your region - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

In terms of the proposals for alternative schemes affecting Nottingham and Nottinghamshire these include:-

1. £1.5 billion for East Midlands City Region Mayor: Transforming transport for 2.2 million people living in Derbyshire and Nottinghamshire. This is an average of almost £1000 for everyone in the two counties. This will be part of the City Regional Sustainable Transport settlement. Subject to the Mayor's views, this could include the potential to extend the Nottingham Tram system to serve Gedling and [out beyond](#) Clifton South; to connect Derby with East Midlands Parkway with a Bus Rapid Transit System; and to reopen the Maid Marian Line (Nottingham to Kirkby-in-Ashfield via Beeston, Toton, Ilkeston & Pinxton) to passenger rail services.
2. Upgrading rail links between Newark and Nottingham. This includes extend the existing London-Leicester-Nottingham trains to Yorkshire and the North East, cut direct journey times from Nottingham to Leeds by around an hour and enable the quadrupling of direct seats from Nottingham to Leeds. Alongside this, the investment will enable up to 600 seats each hour between Leicester and Nottingham. (No mention of Midland Main Line electrification or of Nottingham – Newark electrification or of how and when a West to East railway chord at Newark would or could be built).
3. Contactless and smart ticketing: £100 million will be shared across the North and Midlands to support contactless or smartcard payment. (Detail not specified – contactless and smart ticketing is largely in place already in the Greater Nottingham area).
4. Midlands Road Fund worth nearly £650 million: Launched for new roads. (Detail not specified).
5. £230 million for more bus services: Increasing frequency throughout the Midlands and support for the £2 maximum single bus fare will also be extended until the end of December 2024 instead of rising to £2.50 as planned in October 2023.
6. £2.2 billion for potholes: Funding for the Midlands to combat the potholes.
7. £2.2 billion fund to transform local transport: Available in every part of the Midlands outside the mayoral combined authority areas and the new East Midlands County Combined Authority (EMCCA).

Broader East Midlands

8. Reopening the Ivanhoe railway line to passenger services between Leicester and Burton via Coalville and Ashby-de-la-Zouch, connecting 250,000 people across South Derbyshire and North West Leicestershire, with new stations en route. (Improvement for Nottingham and Nottinghamshire by connection, would allow access to greater number of jobs / employees).

9. Funding for the Barrow Hill Line: Between Chesterfield and Sheffield Victoria (reopened station), with a new station at Staveley in Derbyshire. (Improvement for Nottingham and Nottinghamshire by connection, would allow access to greater number of jobs / employees).
10. Increased rail capacity: The number of trains between Leicester and Birmingham will be doubled from two to four per hour. (Improvement for Nottingham and Nottinghamshire by connection, would allow access to greater number of jobs / employees: However, this does not replicate in any form the significant journey time savings that HS2 Eastern would have created between Nottingham and Birmingham).
11. Fixing two major pinch points on the A5: Funding a stretch of road between Hinckley and Tamworth, linking the M1 and M6, that serves more than one million people. Funding will also be provided for improvements to the A50/500 corridor between Stoke and Derby, cutting congestion for the 90,000 drivers who use the road each day and ensuring smoother journeys for drivers and freight around Rolls Royce, Toyota, Magna Park, and other major local employers.
12. £250m will fully fund ten smaller road schemes in the Midlands: Including the A509 Isham Bypass, near Kettering, and the A43 between Northampton and Kettering.
13. Improving the accessibility of our railway stations, spending a further £350 million for up to 100 stations across the UK. Stations will be able to benefit from refitted lifts, tactile surfaces, ramps and footbridges, new ticket gates and accessible waiting rooms and toilets.

Other proposals with an indirect benefit to Nottingham and Nottinghamshire

14. Upgrade and electrify the railway line between Sheffield and Leeds. There is currently 1 fast train per hour taking 40 minutes; these upgrades will enable 3-4 fast trains per hour and include a new mainline station at Rotherham, which could receive direct London services for the first time since the 1980s. Capacity will increase by 300%.
15. Electrify the Hope Valley railway line between Sheffield to Manchester. This will cut the journey time from 51 to 42 minutes, supporting existing plans to increase fast trains from 2 to 3 trains per hour. Capacity will double.
16. Delivering the Midlands Rail Hub with the exception of HS2 Eastern. This investment of £1.75 billion aims to improve journey times, capacity and frequency of services across the East and West Midlands. The full Midlands Rail Hub will benefit more than 50 stations with a catchment of over 7 million people – including Nottingham, Leicester, Nuneaton, Tamworth, Worcester, Malvern, Hereford, Gloucester and Cheltenham. It will double capacity between Leicester and Birmingham through an increase from 2 to 4 trains per hour, allow for an increase in the number of trains between Birmingham and Bristol from 2 to 3 per hour, and see three more trains serving Bromsgrove each hour. Separate discussions are taking place with DfT on the business case for a Coventry – Leicester – Nottingham passenger service and better access for freight services to the East Midlands from Southampton and Avonmouth ports.
17. Upgrading railways through Ely Junction. This transformative scheme will see an extra six freight trains per day to and from the Port of Felixstowe – the equivalent of taking 98,000 lorry journeys off the road every year, including across the Midlands and the

North. Remodelling of the Ely North and Haughley Junctions. (This will benefit rail freight between Felixstowe port and the East Midlands, and passenger rail services between Norwich and Nottingham).

Discussion

- 3.1 Subsequent clarification from government seems to indicate that these alternative schemes are not ~~necessarily~~ guaranteed for progression, and will be subject to normal investment business case processes.

4 RECOMMENDATION(S)

- 4.1 It is recommended that the contents of this report be noted.

5 BACKGROUND PAPERS REFERRED TO IN COMPILING THIS REPORT

None

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