

Meeting **JOINT COMMITTEE ON STRATEGIC PLANNING AND TRANSPORT**

Date **27 June 2014** Agenda item number

From **JOINT OFFICER STEERING GROUP**

RAIL ISSUES UPDATE

Purpose of the report

1. To update the Committee on key rail issues in and into Greater Nottingham and rail services across local authority boundaries. The work of the two Councils, although separate, is complementary, and of mutual benefit.

Nottingham station

2. Works continue on the scheme to comprehensively upgrade the passenger facilities at Nottingham Station, as reported to previous joint committee meetings. Most work has been completed, and the refurbished entrance is now open. The remaining works are expected to be completed this summer. An official opening ceremony is being arranged.

Midland Main Line

3. Efforts continue to secure funding for the scheme to enhance the Midland Main Line (MML) in the Market Harborough area. A formal stakeholder group has been set up by Network Rail, encompassing the train operating companies, local councils and the LEPs. Network Rail is undertaking a more detailed assessment of the work required, and the likely cost – this assessment is expected to be completed by the end of June.
4. The 3 Local Enterprise Partnerships (LEPs) along the line have all included the MML Market Harborough scheme in their Strategic Economic Plans which were submitted to Government on 31 March 2014. The 3 LEPs have all included bids for funding for the scheme the Local Growth Fund pot
 - D2N2 LEP £5 million,
 - Sheffield City Region LEP £5 million,
 - and the Leicester and Leicestershire LEP £3 million,which would make a total of £13 million contribution to this scheme. A government announcement about LGF allocations is expected by 18th July.

Nottingham – Newark – Lincoln Line

5. It has been a long-standing aspiration of the Councils to achieve a comprehensive upgrading of the service on this route. This aspiration is shared by Newark and Sherwood District Council, Gedling Borough Council, Newark

Business Club and East Midlands Trains. East Midlands Trains has established a 'Stakeholder Board' for the line, chaired by its Managing Director, David Horne.

6. A five stage strategy to comprehensively upgrade the line has been adopted by the Stakeholder Board.
7. Stage one of the strategy involves running an additional train every hour between Nottingham and Newark. This additional train would serve the intermediate stations.

- Carlton, Burton Joyce, Lowdham and Fiskerton every hour, and
- the other stations at approximately 2 hourly intervals.

The new service would be formed by extending the current Matlock to Nottingham service through to Newark.

8. The benefit of this would be that :-
 - **Newark would have a doubling of frequency from one train an hour to two trains an hour.** The two trains will be evenly spaced at 30 minute intervals throughout the day;
 - The existing hourly Lincoln - Newark - Nottingham - Leicester service would no longer need to serve the intermediate stations and could therefore run non-stop between Newark and Nottingham, thus **cutting the Newark - Nottingham journey time;**
 - **Carlton, would have an hourly service through the day** to Nottingham; to Beeston for the enterprise zone; to Derby; and in the other direction to Newark.

There would also be benefits for Lincoln, which would be.

- a reduction in journey time to Nottingham, because the trains would run non-stop between Newark and Nottingham; and
- a doubling of frequency at the expanding Lincoln suburb of Hykeham

9. Stages 2,3 & 4 are infrastructure enhancements: benefits would be
 - All services become much faster
 - Increased frequency Lincoln – Newark
 - Through service Newark (& Lincoln) to Birmingham every hour

10. Nottinghamshire County Council has invested £120,000 on development works for stages 2,3 & 4, but physical works on those stages depends entirely on stage 1 being in place. Stage 1 is thus crucial to securing the entire strategy and all its benefits, including the investment by Network Rail of up to circa £30million in the line.

11. For any additional service, such as stage 1, that starts midway through a franchise, DfT rules require funding - in this case £700,000 per annum - to be provided by local stakeholders for an initial 3 years, after which DfT will pay for it as long as it is being sufficiently well used to pass a business case test.

12. However DfT is in the process of negotiating extensions to most rail franchises in the UK, and DfT has incorporated a number of additional services into those franchise extensions for which it has completed the negotiations - First Great Western, Greater Anglia, Northern etc. Negotiations for the extension to the East

Midlands Trains franchise (from May 2015 until November 2017) are just commencing and this provides an opportunity for DfT to incorporate into stage 1 service into the extended franchise.

13. The D2N2 LEP has included the stage 1 in their Strategic Economic Plans which were submitted to Government on 31 March 2014, and has bid for £525,000 for a local contribution to the scheme from the Local Growth Fund.
14. On 19th May the Chancellor of the Exchequer, George Osborne, visited Newark and publicly stated **“I want to see the Nottingham-Newark train service transformed – with double the number of trains and at least one non-stop train to Nottingham every hour.”** Double the number of trains and at least one non-stop train to Nottingham every hour is precisely the outcome that would result from Stage 1.
15. The Council and East Midlands Trains are discussing with DfT how the Chancellor’s statement will be put into effect.

High Speed 2

16. The consultation for the government's proposed high-speed railway route through the East Midlands, with a station at Toton, closed on 31 January 2014. Both Councils made submissions based on principles as set out in the report to the December 2013 Joint Committee.
17. The Government will consider the various representations made, and is expected to announce its decision within the next 12 months.
18. At the initiative of Broxtowe Borough Council and East Midlands Councils, an HS2 Programme Board for the East Midlands is being established. The purpose of the HS2 Programme Board in the East Midlands would be:
To give strategic political leadership for the implementation of Phase 2 of HS2 in the East Midlands through high level liaison with the Department for Transport and HS2 Ltd, and by aligning decisions made by Derbyshire & Nottinghamshire Joint Committees, LEPs, and other relevant authorities.
19. Membership would be
 - Leaders of the 3 city councils (Nottingham, Derby & Leicester),
 - Leaders of the 3 county councils (Nottinghamshire, Derbyshire and Leicestershire),
 - Broxtowe, Erewash, Chesterfield Borough Councils; and
 - Chairs of D2N2 LEP & Leicester/shire LEPIn Attendance: HS2 Ltd, DfT, BIS Local, Network Rail & Highways Agency
20. The first meeting of the East Midlands Programme Board is expected to be on 11th July.
21. There would be 3 working groups
 - Connectivity Working Group. Function: To prioritise and co-ordinate transport investment required to support HS2, and to act as a strategic reference group

for the resolution of HS2 line of route issues to inform preparation of the Hybrid Bill. Membership: Lead Transport Members from the 6 LTAs, Broxtowe & Erewash, Ashfield, plus HS2 Ltd, HA & Network Rail, D2N2 LEP & Leicester/shire LEP, SCRLEP. Chair: Nottinghamshire CC ;

- Economic Development Working Group. Function: To highlight opportunities for business growth and to prioritise investment in economic development and skills required to maximise the economic potential of HS2. Membership: CXs from D2N2 LEP & Leicester/shire LEP, SCRLEP, 6Cs Chamber of Commerce, Universities, EMFEC, BIS Local. Chair: D2N2 LEP; and
- Joint Planning Advisory Board. Function: To develop a strategic planning policy framework for Toton station and associated development across the Nottingham Core HMA. Membership: Lead Planning Members from Nottingham City, Nottinghamshire County, Ashfield, Broxtowe, Erewash, Gedling & Rushcliffe. Chair: Broxtowe Borough Council

RECOMMENDATION

22. It is recommended that the Committee note the contents of the report.

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