

**9th January 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **HIGH SPEED 2 RAIL NETWORK**

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

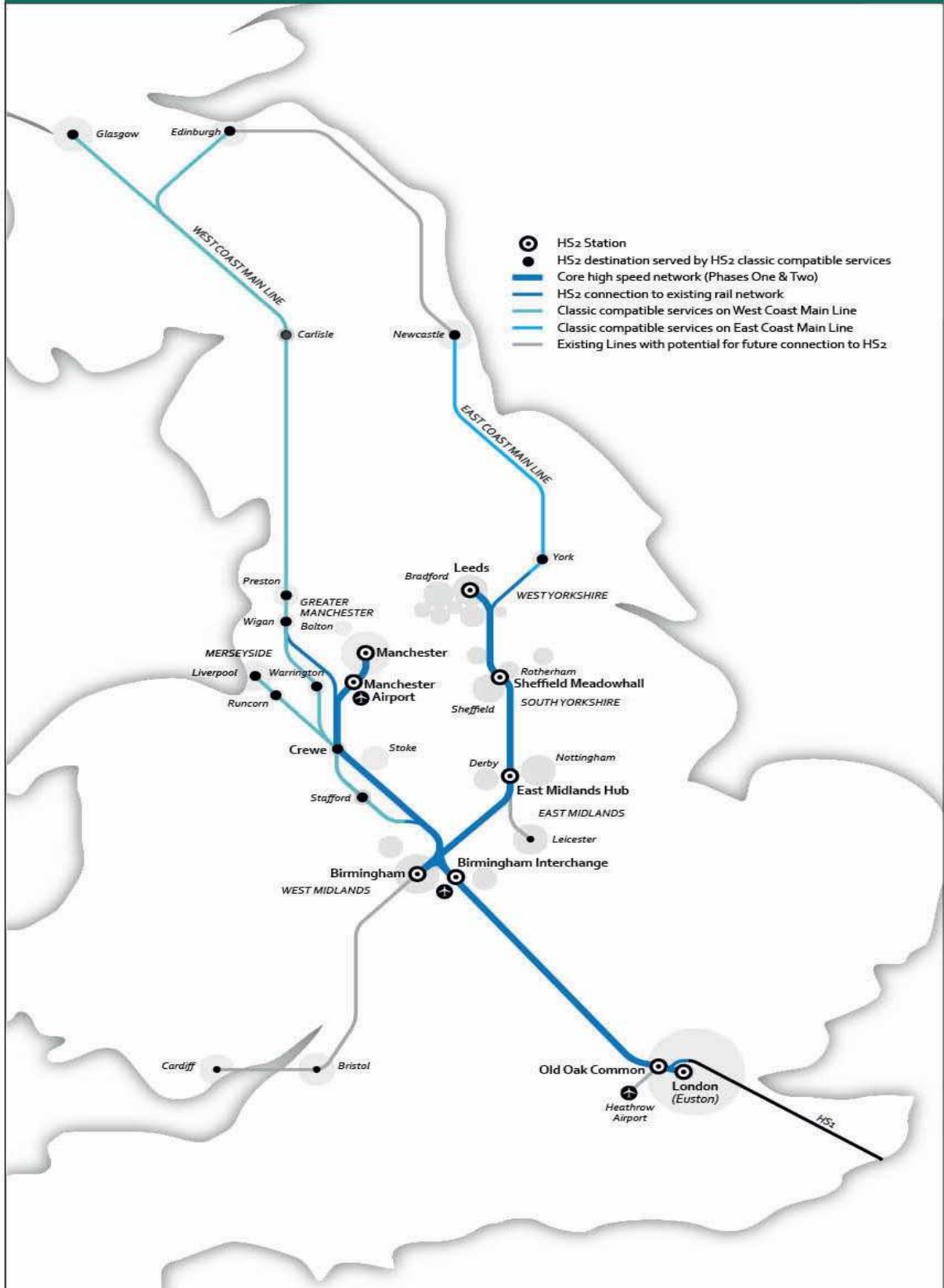
1. To seek approval for the Council's response to the consultation on plans for a High-Speed 2 rail network through the East Midlands with a station at Toton.

#### **Information and Advice**

2. In July 2013 the Government published a consultation document on its plans for a High-Speed Rail network. The proposal is for a Y-shaped network, as shown in the map on the next page, with an East Midlands station at Toton. The network is known as High-Speed 2 (or HS2 for short): HS1 is the first British High-Speed rail line from London to the Channel Tunnel.
3. The Executive Summary of the Department for Transport (DfT) document, setting out the DfT's proposals and the reasons for them, is reproduced in Appendix 1 to this report. The full document can be downloaded, including by any interested member of the public, at [www.hs2.org.uk/route-consultation](http://www.hs2.org.uk/route-consultation). Detailed maps are also available from the same website address.
4. The Government has set up a company, HS2 Ltd, to take forward its plans for the HS2 network. HS2 has published a lot of information about the proposals, which can be accessed by any member of the public at: [www.hs2.org.uk/phase-two](http://www.hs2.org.uk/phase-two). The HS2 Ltd Public Enquiries Team can be contacted on 020 7944 4908 or [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk).
5. A period of extensive consultation is now under way. It is open to any interested member of the public, or any organisation, to make whatever representations they might wish. The consultation closes at 17.00 on 31<sup>st</sup> January 2014, and any responses must be submitted by that time. Responses can be submitted
  - online through the HS2 Ltd website: [www.hs2.org.uk](http://www.hs2.org.uk).
  - by email to: [HS2PhaseTwoRoute@ipsos.com](mailto:HS2PhaseTwoRoute@ipsos.com); or
  - by post to: Freepost RTEL-YAZX-HAZT, Phase Two Route Consultation, PO Box 1152, HARROW, HA1 9LH

6. Subject to approval of this report, it is proposed that a submission from the Council will be based on the principles set out in this report, and approved by the Chair of the committee.

# A Vision for High Speed Britain



7. The Council supports in principle the HS2 network, and for it serving Nottinghamshire at Toton and proposes a response to the consultation based on the following principles :-

#### Existing rail services

That there will be no detriment to existing plans to upgrade and electrify the Midland Main Line, including enhancements at Derby, Leicester & Market Harborough, and no detriment to existing services and train frequencies at Nottingham, Beeston and Attenborough. If following the introduction of HS2 a significant shift in passenger numbers did occur then a reduction in train size should be considered before any reduction in service frequency is implemented to preserve service levels to intermediate destinations such as Derby, Leicester and Loughborough;

That if existing rail capacity is released by HS2 then this should be used to reduce journey times and develop more and improved passenger services to and from Nottingham, Newark and Retford, and for additional freight services;

#### Mitigation of adverse impacts

A high-quality iconic design for the hub station, as befits a regional gateway, is an essential requirement.

Adverse environmental impacts of the line and new Hub Station should be avoided where possible, or minimised and mitigated through excellent design and compensation made available for those adversely affected by the new line and Hub Station at the earliest opportunity.

#### Access to the Toton station

The location of the East Midlands Hub station for HS2 at Toton will require the development of high quality frequent 'classic rail' shuttle services between the new Hub Station and Nottingham Station, to Mansfield and Kirkby, as well as to Derby and Leicester.

Access arrangements to the new Hub Station will require inter-connected and improvements to the tram, bus services, and walking and cycling routes.

Detailed consideration and the early development of detailed proposals of local and strategic road connections to the new Hub Station are needed including mitigation measures that will be needed to manage the traffic impact on local and strategic roads.

The need for effective connectivity between HS2 and existing rail lines, including the option to run 'classic compatible' trains from Nottingham and Beeston to elsewhere on HS2, particularly Birmingham, Leeds, and the north-east.

### Further Economic benefits

Construction of HS2 must also ensure that rail engineering and construction companies based in the East Midlands have a fair opportunity to win contracts to build the new line and rolling stock; that procurement processes are set up to encourage and support the use of local employment and apprenticeships for young people living in Nottinghamshire; and ensure development plans for the area around the proposed East Midlands Hub Station are integrated with local planning strategies.

### The need for HS2

8. Rail travel continues to grow very strongly, having doubled over the last ten years. Increased capacity is needed on the rail network nationally to provide for this extra travel, to cater for and promote economic growth, and to improve connectivity to London, and to England's other Core Cities, particularly Birmingham, Leeds, and Newcastle in an environmentally sustainable manner. Appendix 1 gives fuller detail. For these reasons it is recommended that the Council supports the principle of a having a High-Speed rail network that would serve Nottinghamshire.
9. High-speed rail lines have the capacity to carry very large numbers of people, and to maximise their economic benefit the lines need to connect the main centres of economic activity. For both reasons it is preferable that stations should be central to the largest conurbations, including Nottingham. However, for the proposed HS2 Y-shaped network it would not be possible to have a through station in central Nottingham, because of the absence of any access/egress to/from the north. So, for the proposed Y-shaped HS2 network, Nottinghamshire County Council supports the proposed station at Toton as being the best location that is practicably achievable. A station at Toton would also be well placed to serve Ashfield and Mansfield districts, whilst Bassetlaw would be served by an HS2 station in Sheffield.

### Access to Toton

10. In order for the passenger and economic benefits of the Hub Station to be fully realised, it must be fully integrated into the public transport and road network.
11. There needs to be effective direct rail access to/from
  - the city centre station at Nottingham, and Beeston (including for the adjacent Enterprise Zone);
  - to/from Mansfield and Kirkby-in-Ashfield via the Kirkby – Pinxton – Pye Bridge line. Such a service would give a Mansfield – London journey time of around 1½ hours, compared to around 2½ hours now.
12. Nottingham, Beeston and Attenborough currently have important direct services to Derby, Leicester, Loughborough, other intermediate stations and places further afield (e.g. Matlock, Kettering, Luton). To ensure there is no detrimental effect on

the connectivity provided by these existing services, all of which are well used (over 6 million passengers per annum), the Council is strongly opposed to the diversion of existing local rail services to serve the Hub Station, as that would extend journey times and downgrade existing connectivity for Nottingham, Beeston & Attenborough to/from other stations outside Nottinghamshire.

13. HS2 Ltd will need to develop a cost effective and practical scheme to provide access to the Hub Station from the A52 trunk road (which is the responsibility of the Highways Agency).
14. Phase 2 of the Nottingham Express Transit (NET) should be extended to the proposed Hub Station, to provide fast, frequent high-quality public transport from Beeston, Nottingham University and the Queen's Medical Centre, and potentially elsewhere,
15. There must be provision for appropriate local road access, car parking, bus access and for cyclists and pedestrians in the immediate localities of Toton, Stapleford and Long Eaton.
16. There should be frequent, direct, fast bus services to Toton from those places in west Nottinghamshire not connected to Toton by rail or tram.

#### Direct services from Nottingham to Birmingham and elsewhere

17. For trains to/from Birmingham the station needs to be the existing Nottingham station, with a south-facing connection provided between the classic line and HS2 so as to allow a direct city-centre to city-centre service between Birmingham (Curzon St) and Nottingham and Beeston. HS2 has confirmed to the Council that with such a direct connection the city-centre to city-centre service (Birmingham to Nottingham) journey time would be 26 minutes, which is exactly one third of the current journey time of 78 minutes. Such a cut in journey time would be transformative to East Midlands – West Midlands connectivity: it would be the largest percentage reduction (67%) in journey time between any places served by HS2.
18. Similarly, consideration should be given to a north facing connection onto HS2 to allow direct trains to run from Nottingham city-centre and Beeston to/from Leeds in around 50 minutes, and the north-east (York, Darlington and Newcastle), in around half the time it currently takes.
19. To give every station, including Toton, a frequent service each train will call at a number of intermediate stations. That precludes a direct Nottingham – London service, because most trains will also serve places further north. However, it would be highly desirable to have a direct Nottingham – London service at the start of the morning peak.

#### Planning issues

20. The HS2 project should ensure that full consideration of current and emerging Local plans/Core Strategies across Nottinghamshire, in particular within Broxtowe Borough Council, where the Toton Station is proposed to be built.
21. The proposed line cuts across local roads, public rights of way and other access used by communities and visitors to access services, move livestock and farm produce or for recreational purposes. Extensive consultation with the Council, Nottinghamshire Local Access Forum and communities will be required to understand local patterns of movement and to develop mitigating solutions acceptable to all.
22. The HS2 will affect 15 listed buildings or their settings not shown on the HS2 maps, which the Council is asking to be indicated clearly to enable informed comment including by the Nottinghamshire Local History Association, or similar heritage groups.

### Environmental issues

23. It is noted that mitigation measures proposed by HS2 Ltd. need to take proper account of an area of woodland identified as part of the 'Indicative Core Area' for the 'prospective' Sherwood Special Protection Area (SPA); a Site of Special Scientific Interest (SSSI), and potentially a further 3 SSSI within less than 0.5km of the route.
24. It is also noted that mitigation measures need to take proper account of 21 Local Wildlife Sites (LWS), and potentially further 123 LWS located within 1km of the route; 2 Ancient Woodlands, and potentially a further 8 Ancient Woodlands located within 1km of the route; and areas of habitat including Lowland Meadow and Lowland Calcareous Grassland.
25. Whilst it is accepted that the line will be built to significantly higher engineering standards than the existing Victorian network, the trains will also be running much faster. The detailed design of the route must therefore utilise all available noise abatement technologies, including noise barriers and improvements to train aerodynamics and electric transmission, to minimise the impact on both homeowners and businesses and on the tranquillity of the countryside taking account that noise abatement barriers can themselves be visually intrusive, and attract severe graffiti, and this should also be avoided wherever possible.
26. Structures should be faced with local materials – sandstone etc – so that they blend into the countryside as conventional railway lines.

### The business case

27. The Chancellor of the Exchequer has set up a task force led by Lord Deighton to assess the benefit of HS2 to the national economy and to regional economies across England. The Deighton Task Force recently visited the East Midlands to take evidence, and the two Councils made strong representations about :-

- the need to have good rail connectivity to Toton that did not impose any journey time penalty or any other disadvantage on to the existing rail connectivity for services to/from Nottingham/Nottinghamshire i.e. that existing services should not be diverted via Toton and have their journey times extended by up to 10 minutes; and
- the need for direct city-centre to city-centre services from Nottingham to Birmingham and from Nottingham to Leeds and/or the north-east.

28. The two Councils, in conjunction with Broxtowe Borough Council, have commissioned a report from consultants Volterra about the economic impact of a station at Toton. A copy of the report is available on request.

29. East Midlands Councils in conjunction with a number of Councils including Nottingham City and Nottinghamshire has commissioned a report from consultants ARUP about the provision and value of having direct connections from the existing rail network onto the new HS2 line to enable through trains to run directly to/from Nottingham City-centre to/from Birmingham, Leeds and/or York/Darlington/Newcastle. A copy of the report is available on request.

## **Statutory and Policy Implications**

30. 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 approves a submission to the HS2 consultation based on the principles set out in this report, with the detailed submission to be approved by the Chair of Transport & Highways committee.

**Andrew Warrington**  
**Service Director Highways**

**For any enquiries about this report please contact:**  
 Jim Bamford – Rail Officer. (tel: 0115 9773172)

### **Constitutional Comments (SHB.11.12.13)**

31. Committee have power to decide the Recommendation.

### **Financial Comments**



32. The financial implications are contained in the body of the report.

**Background Papers**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

All

## Appendix 1

### Executive Summary of DfT document

#### **HIGH SPEED RAIL: INVESTING IN BRITAIN'S FUTURE**

##### Consultation on the route from the West Midlands to Manchester, Leeds and beyond

The number of people travelling by train has doubled over the last decade. Demand for intercity journeys, commuting and freight rail transport is rising fast and will continue to do so in the future. This means that Britain's railways are already over-stretched and will get more and more overcrowded over the next 10 to 20 years.

HS2 will tackle this problem by building a new railway line and the first line north of London for 120 years. Phase One will tackle the congestion and overcrowding on the West Coast Main Line. Phase Two will do the same for the East Coast and Midland Main Lines.

Not only will HS2 provide more frequent inter-city services for passengers. It will also significantly reduce journey times, provide better connections between our major towns and cities, and release capacity on the existing railway network for new inter-city, commuter and freight services.

This improvement will make our railways fit for the next 50 years and beyond. With HS2, our railways will get better and better. Journeys will be shorter, our towns and cities will be closer together, there will be more regular and reliable services, our economy will benefit, and industry will get a boost from the construction of the new railway. Without HS2, our railways will get worse. Journeys will be less reliable and more over crowded. And our economy will not benefit from a modern, high speed transport system.

That is why the Government believes that this project – expensive though it is – is vital for the future well being of our country.

### **The Project**

The HS2 network will provide high capacity, high speed links between London, Birmingham, Leeds and Manchester, with intermediate stations in the East Midlands and South Yorkshire.

Trains will be able to run onto the existing rail network, continuing at conventional speed to a wide range of additional destinations in the UK, without the need to change trains. This means that journeys to and from places including Liverpool, York, Newcastle and Glasgow and Edinburgh will be quicker than they are today.

Under HS2 many long-distance, inter-city rail services will transfer to the high speed rail network, which will allow us to use the capacity freed up on the existing network,

especially the congested lines to the north of London, to run extra commuting, regional and freight rail services.

## The Need

Our previous investment in rail infrastructure has not kept pace with the growth in our population and changes in our country. The UK has an ever increasing demand for inter-city, commuting and freight travel. Over twice as many inter-city journeys are being made today compared with 10 years ago, despite the recent challenging economic circumstances.

This will only get worse as our population grows and more of the population lives in the main cities of the UK. Our north-south transport links are amongst our most important national assets, but they will be most exposed to future pressures. For the UK to prosper and succeed in the global race, the Government needs to deliver a reliable transport network connecting our population; to allow people to travel easily and quickly between cities for business or for leisure; and to allow goods to be transported to where they are needed.

## The Options

We have already looked hard at the alternative ways of providing this capacity:

- Construction of a new motorway network;
- Greater use of domestic air travel;
- The use of telephone and internet communications replacing the need for long-distance travel;
- Investment in the existing rail network; or
- Building a new conventional speed railway line.

We have concluded that none of these options offer an effective long-term solution to the challenges we face, in particular crowding on our main transport corridors. High speed rail networks are in place around the world. The technology has been demonstrated over many years.

## The Transformation

HS2 will link eight of Britain's largest cities, with shorter journeys bringing two-thirds of the population of northern England to within two hours of London. This will radically reshape the economic geography of the nation, bringing our cities closer together and rebalancing growth and opportunities. The shorter journey times will transform peoples' opportunities to travel and work in the UK – Birmingham, the East Midlands, Sheffield and Leeds will all be connected by journeys of less than 20 minutes.

HS2 will be integrated with the nation's airports: direct services to Manchester and Birmingham; a quick, direct 11 minute link to Heathrow via a connection at Old Oak Common, with the option for a spur to Heathrow in the future; and short connections to East Midlands Airport from the East Midlands hub station at Toton.

HS2 is forecast to generate over £50 billion in benefits for the UK<sup>1</sup>. These effects will start to be felt even before the first trains start running in 2026 – some estimates suggest that Phase One alone will add £4.2 billion to the economy between 2011 and 2027<sup>2</sup>. By significantly reducing journey times and boosting capacity, HS2 will help our major cities form a national economic unit that can be globally competitive.

HS2 will help to reshape Britain's economic geography and stimulate development. Overall we estimate that in excess of 100,000 jobs will be created by HS2. However, the Core Cities group – representing eight of England's largest city economies outside London – predict that HS2 will underpin the delivery of 400,000 jobs<sup>3</sup>.

The Government is committed to realising lasting benefits from HS2 by supporting the country's engineering base in the construction of the network, bringing new jobs and opportunities for new skills. Our ambition is to make the new network an engine for growth across the country, accessible to all and providing a legacy of jobs, connectivity and growth across the UK.

## **This document**

This document explains the Government's proposals for Phase Two of HS2 which includes:

- The routes from the West Midlands to Manchester and Leeds with stations at Manchester Airport, Manchester City Centre, in the East Midlands close to Derby and Nottingham, Sheffield and Leeds; the connections to the existing railway at Crewe, south of Wigan and south of York to allow the trains to serve even more destinations; and the supporting infrastructure required, for example depots;
- Seeking your views on whether there should be any additional stations on either leg;
- An explanation of the sustainability impacts of the proposed route;
- Ideas on how the rail capacity freed up on the existing rail network could be used to spread the benefits of HS2 to other towns and cities; and
- How we could integrate HS2 with other utilities, like water or electricity, alongside the line to maximise the benefits of this investment.