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

Date **13 December 2013** 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.

High Speed 2

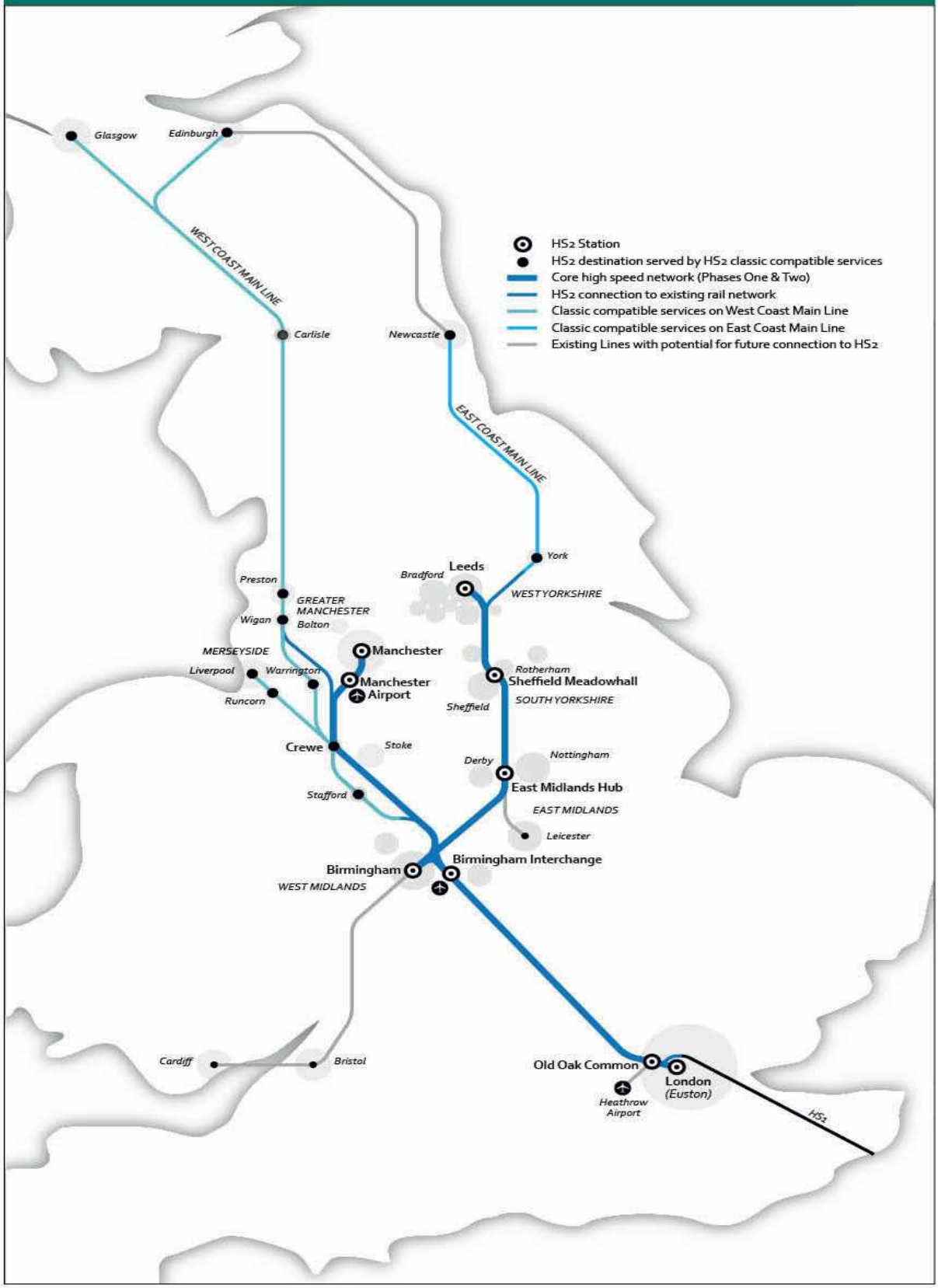
2. In July 2013 the Government published a consultation document on its plans for a High-Speed Rail network. The proposal is for a Y-shaped network, as shown in the map on the next page, with an East Midlands station at Toton. The network is known as High-Speed 2 (or HS2 for short): HS1 is the first British High-Speed rail line from London to the Channel tunnel.

3. The Executive summary of the 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 by any interested member of the public at 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. The HS2 ltd Public Enquiries Team can be contacted on 020 7944 4908 or HS2enquiries@hs2.org.uk**.** Public information events have been held by HS2 ltd in Long Eaton on 15th November and in Bilborough on 30th November.

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 31st 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.
   - by email to: HS2PhaseTwoRoute@ipsos.com; or
   - by post to: Freepost RTEL-YAZX-HAZT, Phase Two Route Consultation, PO Box 1152, HARROW, HA1 9LH

A Vision for High Speed Britain



6. Both Councils are preparing formal submissions, based on the following principles :-

- Nil detriment to existing plans to upgrade and electrify the Midland Main Line, including enhancements at Derby, Leicester & Market Harborough;
- Nil detriment to existing services and train frequencies to Nottingham Station. If following the introduction of HS2 a significant shift in passenger numbers do occur a reduction in train size should be considered before any reduction in service frequency is implemented to preserve service levels to intermediate destinations from Nottingham such as Leicester and Loughborough;
- Use of existing rail capacity released by HS2 to reduce journey times and develop more regular services to and from Nottingham Station;
- Adverse environmental impacts of the line and new Hub Station should be avoided where possible, or minimised and mitigated through excellent design;
- Full compensation for people and businesses who are adversely effected by the new line and Hub Station at the earliest opportunity;
- Development of high quality frequent 'classic rail' shuttle services between the new Hub Station and Nottingham Station and to Derby and Leicester;
- Maximum access to the new Hub Station by tram, bus, walking and cycling;
- Minimum impact of the new Hub Station on local and strategic roads;
- Effective connectivity between HS2 and existing rail lines, including the option to run ‘classic compatible’ trains from Nottingham and elsewhere on HS2;
- Ensuring 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;
- Procurement processes are set up to encourage and support the use of local employment and apprenticeships for young people living in Nottingham; and
- Ensure development plans for the area around the proposed East Midlands Hub Station are integrated with local planning strategies

7. The Chancellor of the Exchequer, George Osborne, 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 didn’t 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 <u>not</u> 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.

8. 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.

- 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.

Nottingham station

9. The track and signals at and around Nottingham Station were installed in 1969. They had become life-expired and in need of complete renewal. The renewal required every piece of track and all the old signals to be stripped out, with 6 miles of new track and 143 new signals installed.

10. In 1969 there were 173 trains per day, and the station layout was designed for that level of traffic. However, rail use has virtually doubled to over 6 million passengers per annum at Nottingham, and the number of trains has more than doubled to over 400 per day, making the 1969 layout severely congested. This is why so many trains used to be stopped just outside the station, waiting for another train to clear the track or platform.

11. Since all the old track and signals were being removed, this offered an ideal opportunity to install the new track in a much improved layout that has much greater capacity. All tracks have been signalled to allow trains to run in either direction, with more crossovers between tracks to allow greater flexibility. Speed limits have been raised. These enhancements have produced a layout with greater capacity, and improved reliability. More trains will be able to run, more reliably, more quickly and without delay.

12. The additional cost of the enhanced layout is £11.6million, funding for which was secured by the Councils in 2008. The closure would have been for the same length of time – 37 days – whether or not the old layout or the improved layout was installed.

13. The work was done between 20th July and 25th August and necessitated the complete closure of the station and replacement bus services. The work was completed on time and the station has now re-opened.

14. Works continue on the complimentary scheme to comprehensively upgrade the passenger facilities at Nottingham Station, as reported to previous joint committee meetings. These works will continue until Spring 2014.

December 2013 timetable

15. The winter timetable comes into effect as from 9th December 2013. It will see significant improvements for Nottingham and Beeston.

16. The first phase of the Midland Main Linespeed scheme will be completed, as well as the enhancements in the Nottingham area. These two enhancement schemes will allow
    - a first phase of reduction in journey times to & from **London**; and
    - a first phase of journey time reduction to & from **Birmingham**

17. To/from London, for most of the day there are 2 trains per hour

- A ‘fast’ train with 3 intermediate stops (at East Midlands Parkway, Leicester, and Market Harborough), and
- A ‘semi-fast’ train with 7 intermediate stops (at Beeston, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford, and Luton Airport)

The pattern becomes somewhat irregular in the peak periods, with an express in the morning which makes only 2 stops, enabling it to be the fastest train of the day, but extra stops in some evening peak trains which extends their journey times.

18. The new service, taking advantage of the two enhancement schemes (phase 1 of the Midland Main Line scheme, and the Nottingham station area remodelling) gives an improvement of

- **7 minutes** on the morning express to London,
- **4 minutes** on the ‘fast’ trains throughout the day in both directions, and
- **7 minutes** on the ‘semi-fast’ trains throughout the day in both directions, as shown in the table

Service	Frequency	Journey time now	**New Journey time**	**Time saving**
southbound				
Nottingham – London peak express	1 per day	1 hour 38 minutes	**1 hour 31 minutes**	**7 minutes**
Nottingham – London **fast**	1 train every hour	1 hour 45 minutes	**1 hour 41 minutes**	**4 minutes**
Nottingham – London **semi-fast**	1 train every hour	1 hour 58 minutes	**1 hour 51 minutes**	**7 minutes**
northbound				
London – Nottingham **fast**	1 train every hour	1 hour 44 minutes	**1 hour 40 minutes**	**4 minutes**
London – Nottingham **semi-fast**	1 train every hour	1 hour 56 minutes	**1 hour 49 minutes**	**7 minutes**

19. To/from Birmingham there are also 2 trains per hour.

- a ‘fast’ train with 3 intermediate stops (at Derby, Burton-on-Trent, and Tamworth), and
- a ‘semi-fast’ train with 6 intermediate stops (at Beeston, Long Eaton, Derby, Burton-on-Trent, Tamworth and Wilnecote)

20. The new times are shown in the table

Service	**Frequency**	**Journey**	**New Journey time**	**Time**

		time now		saving
westbound				
Nottingham – Birmingham fast	1 train every hour	1 hour 13 minutes	1 hour 14 minutes	**1 minute slower**
Nottingham – Birmingham semi-fast	1 train every hour	1 hour 17 minutes	1 hour 15 minutes	**2 minutes**
eastbound				
Birmingham - Nottingham fast	1 train every hour	1 hour 13 minutes	1 hour 9 minutes	**4 minutes**
Birmingham – Nottingham semi-fast	1 train every hour	1 hour 16 minutes	1 hour 14 minutes	**2 minutes**

As can be seen the new service, taking advantage of the two enhancement schemes (phase 1 of the Midland Main Line scheme, and the Nottingham station area remodelling) gives

- an improvement of 4 minutes on the fast trains from Birmingham,
- an improvement of 2 minutes on the 'semi-fast' trains throughout the day in both directions, but
- 1 minute slower on the 'fast' trains to Birmingham.

21. There is no apparent reason why the fast train to Birmingham should be 1 minute slower than previously, and 5 minutes slower than the fast train from Birmingham. The Council is querying this with Cross Country, and will pursue the possibility of a reduction in the Nottingham to Birmingham fast time.

22. These reductions in journey times are very welcome in themselves, but in both cases they are a first phase, and should be followed by further reductions in journey times over the next few years after completion of the various enhancement schemes for which the Councils have been working towards securing the funding – particularly at Derby, Leicester, and Market Harborough. For example, the new Birmingham – Nottingham fast train will have to wait for 8 minutes at Derby because of current congestion: under the new Derby layout that should reduce by at least 5 minutes, which would bring the Birmingham – Nottingham time down to 64 minutes or less. And if Birmingham – Nottingham could be done in 64 minutes then it should be possible to do Nottingham – Birmingham in 64 minutes or less.

RECOMMENDATION

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

Contact Officers

Jim Bamford, Communities Department, Nottinghamshire County Council
Tel: 0115 9773172
E-mail: jim.bamford@nottscc.gov.uk
Chris Carter, Development Department, Nottingham City Council
Tel: 0115 8763940
E-mail: chris.carter@nottinghamcity.gov.uk

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 over crowding 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 re-shape 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[1]. 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[2]. 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[3].

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.