

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

Date **21 MARCH 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.

High Speed 2

2. 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.
3. The Government will consider the various representations made, and is expected to announce its decision by the end of 2014.
4. 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.
5. 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
6. 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) Committee. 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

Nottingham station

7. Works continue on the scheme to comprehensively upgrade the passenger facilities at Nottingham Station, as reported to previous joint committee meetings. These works are expected to be completed by April 2014 - except for a couple of minor aspects. An official opening ceremony is being arranged.

December 2013 timetable Midland Main Line

8. Efforts continue to secure funding for the scheme to enhance the Midland MainLine 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, and this met for the first time in February. Network Rail has agreed to formally assess the business case for the full scheme of works at this location. The result of that assessment is due at the start of June, and will be reported to the next joint committee meeting.

Nottingham – Newark – Lincoln Line

9. The current service on this line is far below the usual standards that apply elsewhere in Britain between places of similar size and economic importance, in respect of
 - frequency - this line has one train per hour, when at least 2 (or more) trains per hour are normal elsewhere; and
 - speed – trains have an end-to-end speed of 40 mph or less (depending on the number of stops), compared to end-to-end speeds of 50 - 60 mph that are achieved elsewhere.
10. Until 2002 the Nottingham – Newark – Lincoln service was 2 trains per hour, but in 2002 it was cut because of the financial collapse of Railtrack. This has left Nottingham – Newark – Lincoln as the only British line with a service lower than (half) the level that it had in 2000, despite the volume of rail travel having increased nationally by more than 50% since then.
11. It has been a long-standing aspiration of the Councils to achieve a comprehensive upgrading of the service of 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, which is chaired by the East Midlands Trains Managing Director, David Horne.

12. A five stage strategy to comprehensively upgrade the line has been adopted by the stakeholder board.
13. 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.
14. The benefit of this would be that :-
 - Newark would have a doubling of frequency from one train an hour to 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
15. 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
16. Notts CC 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 2 is being built now by Network Rail at its own cost in anticipation of others funding stage1
 - Stages 3 & 4 could be funded by Network Rail, but only if stage 1 is implemented

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.
17. Under DfT rules, Stage 1 requires funding to be provided by local stakeholders, of £700,000 per annum 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. There are only a small number of instances where DfT has contributed towards the cost of the initial 3 years. DfT is just starting to negotiate an extension to the East Midlands Trains franchise from May 2015 until November 2017, and that could provide an opportunity for DfT to incorporate into the extended franchise a contribution towards the stage 1 service to Newark if it could be persuaded to do so. The Stakeholder Board is thus proposing a 50/50 split of the costs of the initial 3 years

between DfT and local stakeholders. It is hoped that this will maximise the chance of securing a contribution from DfT.

18. The most likely source of a local contribution would be from the Local Growth Funds of the 2 LEP areas – the D2N2 LEP, and the Lincolnshire LEP. A potential split of the cost would then be

- DfT £350,000 per annum x 3 = £1,050,000
- D2N2 LGF £117,000 per annum x 3 = £ 525,000
- Lincolnshire LGF £117,000 per annum x 3 = £ 525,000

Consideration is currently being given by the relevant Councils and the 2 LEPs for inclusion of this in the 2 LGF bids.

19. Newark Business Club has launched a campaign, called 'RailFair' to secure funding. A key part of that campaign has been to engage the 6 MPs with constituencies along the line.

- A meeting was held between the Council, Newark Business Club and the MPs in November 2013, at which all 6 MPs expressed strong support
- The MPs met with Minister of State for Transport, Stephen Hammond, on 13/1/14, and held Adjournment debate in House of Commons on 27/1/14.

20. In the adjournment debate the Minister said

"It is incredibly important that the county councils and the economic bodies in the region declare this a strategic priority. That will underline the importance of reconsidering whether the improvements to the line are a high priority for those bodies and, therefore, for the allocation of local funding, which is available. That could then be reflected in the Local Growth Fund."

RECOMMENDATION

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

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