



**FOR PUBLICATION**

**DERBYSHIRE COUNTY COUNCIL**

**IMPROVEMENT AND SCRUTINY COMMITTEE - PLACES**

**WEDNESDAY, 17 MAY 2023**

**Report of the Executive Director - Place**

**Integrated Rail Plan Update**

**1. Purpose**

- 1.1 To provide the Committee with an update on the Integrated Rail Plan and support wider discussion on the implications of IRP for Derbyshire.

**2. Information and Analysis**

- 2.1 On 18 November 2021, the Integrated Rail Plan (IRP) for the North and Midlands was published by the Department for Transport (DfT). The IRP has been devised to review the principal rail investment proposals in the Midlands and the North, High Speed 2 (HS2), Northern Powerhouse Rail (NPR) and Midlands Engine Rail to ensure they were coordinated, balanced and sequenced to meet the Government's overarching objectives in an affordable and value-for-money manner. As such, the review was not intended to set out the entirety of the rail programme for the North and Midlands (e.g. not include projects brought forward through the Restoring Your Railway programme).

- 1.2 From a Derbyshire perspective the key elements of the IRP were:

**1) A new High Speed line from Birmingham to East Midlands Parkway**

The proposed High Speed 2 eastern leg from Birmingham to Leeds is proposed has been amended through the IRP and now is proposed only to go as far north as the existing East Midlands Parkway station on the Midland Main Line (MML). The previously proposed route through Long Eaton to the planned gateway station at Toton and along the eastern

side of Derbyshire adjacent the M1 to the boundary with South Yorkshire and via the spur from Hilcote to Clay Cross has been effectively cancelled.

Work on the new line is anticipated to start in the late 2030s and be completed in the mid-2040s.

## **2) High Speed service north to Leeds.**

How HS2 trains will serve Leeds and destinations further north is to be resolved by £100m study to be undertaken by Network Rail. This is likely to consider a number of options, including upgrading the existing Erewash Valley and Barrow Hill lines through Derbyshire to accommodate HS2 services. There is no published date for the start or completion of this study but it is expected to take two years to finish. The safeguarding of land that has been put in place to protect the old HS2 route north of East Midlands Parkway, including the proposed depot site at Staveley, will remain in place until the study is completed. There is, however, no budget identified in the IRP to deliver HS2 services further north so much remains to be resolved.

## **3) Toton station**

A new local train station at Toton (the previously planned East Midlands HS2 hub station) may still be delivered, subject to 50% of the cost being provided by local e.g. linked to local site development. There is also commitment to accelerate plans for an East Midlands Development Delivery Vehicle to regenerate the three large opportunity sites in the area, including Toton itself and another at Ratcliffe on Soar adjacent the East Midlands Parkway station.

## **4) Electrification of the Midland Main Line**

The existing Midland Main Line is proposed to be electrified along its whole length from the current end of the overhead power lines at Kettering through to Leicester, Nottingham, Derby, Chesterfield and Sheffield. Work on this project will begin in the mid-2020s and be completed in the early 2030s.

In the short to medium term, the new bi-mode diesel/electric trains currently being built for East Midlands Railways - and due to start entering service from 2023 – are proposed to provide the main service on the line to London. From the mid-2040s, with the completion of the HS2 line to East Midlands Parkway, new high speed trains would operate north to Nottingham, Derby, Chesterfield and Sheffield and south to London and Birmingham.

## **5) Northern Powerhouse Rail services from Manchester to Sheffield**

There are no firm proposals to further upgrade the Hope Valley line through Derbyshire from Manchester to Sheffield as originally envisaged in the Northern Powerhouse Rail programme. The scheme already under construction which will introduce a passing loop at Bamford and the double tracking of the route through Dore and Totley, however, will be completed.

This will enable a third fast passenger train per hour to be introduced from Sheffield to Manchester and will drive improved reliability for freight services and the continued operation of an hourly local stopping service along the Hope Valley line. Discussion is on-going regarding the potential for electrification of this route in the IRP but is not a firm commitment.

## **6) Midlands Engine Rail**

The improvements from Birmingham to Derby and Nottingham along the existing lines proposed in the Midlands Engine Rail project will not be progressed as direct HS2 services between these cities will now be introduced.

- 2.3 Whilst many of the precise details of the schemes in the IRP have still to be confirmed, there are a number of issues which require further consideration in terms of implications for Derbyshire. To ensure such issues are highlighted and understood, the Council is a very active partner in the HS2 East local authority group, meeting with HS2 Ltd and government officials to present the strongest views on behalf of Derbyshire. The work of this group, and the associated HS2 Executive and officer groups, is critical in ensuring the opportunities of the IRP are maximised and, perhaps more importantly at this stage, that the potential impacts and uncertainty are accepted and addressed as proposals continue to develop. Such issues and considerations include:

### **A) Network capacity**

One of the key benefits of the original HS2 project was the additional capacity it was going to provide in allowing many longer distance, intercity-style services to transfer from existing lines. This, in turn, would have allowed new passenger and freight services to be introduced onto the existing rail network.

The IRP proposals to use the MML for HS2 services north of East Midlands Parkway now changes this. Whilst the IRP includes proposals for the electrification of the MML up to Sheffield, there is no mention of additional track capacity for HS2 services. As the MML is already close

to capacity with the current mix of passenger and freight services, if HS2 services have to be accommodated as well, then serious consideration needs to be given to how line space for local and regional connectivity will be reconciled.

## **B) Communities**

Inevitably, construction of the full HS2 east line would have caused significant disruption to a number of communities across eastern Derbyshire from Long Eaton and Sandiacre in the south through to Barlborough and Clay Cross in the north.

The table below shows the total number of properties HS2 Ltd estimated would need to have been demolished in the different areas of Derbyshire to complete the original HS2 scheme.

### **HS2 estimated property demolitions by type in Derbyshire**

<b>Area</b>	<b>Residential Demolitions</b>	<b>Commercial Demolitions</b>	<b>Other Demolitions</b>
Radcliffe-on- Soar to Sandiacre	177	52	20
Pinxton to Newton and Huthwaite	29	4	5
Stonebroom to Clay Cross	4	2	11
Tibshelf to Shuttlewood	11	9	24
Staveley to Aston	21	8	23
<b>Total</b>	<b>242</b>	<b>75</b>	<b>83</b>

Whilst proposals contained in the IRP means these communities will no longer be directly impacted, electrification of the MML and introduction of HS2 services will result in different areas potentially experiencing disruption whilst upgrades to the current route are introduced. This would include communities adjacent to the existing rail line from Long Eaton to Derby and those on the Derwent Valley line north.

Work in these communities will involve installation of overhead power lines which could have potential implications for highway structures, a need for electrical sub stations and work on the track itself to accommodate higher speed running. Specific consideration needs to be given to how best to resolve structural engineering challenges within the Derwent Valley World Heritage site.

### **C) Existing rail network while IRP work is carried out**

Under the original HS2 proposals, impact on the existing rail network would have been limited within the exception of the line between Clay Cross and Sheffield. The IRP proposals involve greater use of the existing network and will require installation of structures to support electrification, potentially causing some disruption for existing passengers and freight services for a period of time.

In addition to these impacts, there may be similar issues related to the long term proposals to get HS2 services to Leeds. Whilst details of the study have yet to be agreed, it seems likely this will explore what can be achieved using existing rail infrastructure.

One of the potential routes north would be along the Erewash Valley line from Long Eaton to Chesterfield and then along the Barrow Hill line to a point east of Sheffield. This route is already used by freight services (50-60 trains a day) along with a local passenger service from Chesterfield to Nottingham via Ilkeston.

Over the medium term, proposals to introduce passenger services on the Barrow Hill line are being explored as part of the Restoring Your Railway programme. Introducing HS2 on this busy route then will lead to capacity issues needing to be addressed.

### **D) Journey times**

The IRP estimates that journey times for HS2 services to the East Midlands and South Yorkshire using the MML north of East Midlands Parkway will be similar to those proposed under the original scheme. This means trains to and from Sheffield to London would take 87 minutes and Chesterfield to London an estimated 76 minutes. Detailed designs for the electrification proposals on the MML are awaited to understand how these journey times can be achieved.

### **E) Chesterfield connectivity**

It is proposed that HS2 trains will still call at Chesterfield as part of the two trains/hour service to Sheffield in the IRP. However, the potential connectivity for destinations further north is unclear due to scaling back of the eastern leg of HS2 and the NPR proposals. Capacity considerations on the wider, local network will need to be completed but there could be some potential benefits in HS2 services using existing stations in Derby and East Midlands Parkway which may be of greater benefit to passengers to and from Chesterfield than the original proposal to build a new station at Toton.

### **F) Future of the Staveley depot site.**

The site previously identified for the HS2 maintenance depot at Staveley remains 'safeguarded' in its allocation. If there is no new high speed line to maintain, then the proposed infrastructure depot is unlikely to be required. The timescale over which the safeguarding designation remains in place will continue to present challenges to residents and business in the Chesterfield Borough and for the County Council in its strategic role as transport authority and sponsor of regeneration proposals in the Staveley corridor.

### **G) Safeguarding of original route**

The above issues extend to the continued safeguarding of the previously proposed route for the HS2 line north of East Midlands Parkway to Clay Cross, Barlborough and Staveley. Until the HS2 north study is complete, communities close to the original alignment will continue to face uncertainty - along with prolonged blight – which has been experienced for nine years already in certain locations.

As the terms of the Leeds study have yet to be agreed, it is unclear how long the safeguarding will continue but it seems unlikely any decision will be made within the next two years or so. Properties previously purchased by HS2 Ltd to safeguard land are now starting to deteriorate, impacting on local communities and services and sterilising opportunities to re-purpose key development sites which could deliver much needed new jobs and homes.

### **H) Delay and uncertainty**

Whilst the IRP announced that benefits of improved rail services would come sooner for communities than the original proposal, it is important to understand whether this will be the case in Derbyshire.

It is anticipated it will take until the early 2030s for full electric train services to be introduced on the MML and it is likely to be the mid-2040s before HS2 services begin - 10 years later than originally proposed. The two-year study to determine the best route to Leeds introduces further delay to the HS2 programme and has already been the subject of consultations on the initial route, changes to the preferred route and the environmental statement plus two Chairman review/stocktakes (the Oakervee review and the National Infrastructure Commission Rail Needs Assessment).

- 2.4 Notwithstanding the above on-going, some progress has been made by DfT to implement measures in the IRP which impact Derbyshire has taken place in the last 18 months. This includes completion of the electrification of the MML from Kettering to Market Harborough, with

physical work currently ongoing to extend this further north to Wigston. Also, work to refresh the HS2 growth strategies for the area adjacent to Chesterfield station is underway, along with the development of new proposals for Derby station which now will be directly served by HS2 trains. Initial work has also taken place to understand the practicalities of how the HS2 line could join the MML at East Midlands Parkway and what work would be required at Trent Junction in Long Eaton to accommodate HS2 services going to Nottingham and Derby.

- 2.5 Recent statements by the DfT that the opening of the HS2 station at Euston and phase 2A of the line from Birmingham to Crewe would be delayed due to mounting cost pressures set the context for construction of the proposed line from Birmingham to East Midlands Parkway. Particularly as this comes on top of the earlier announcements that the opening date of phase 1 of the line from London to Birmingham would now be between 2029 and 2033 rather than 2026 as originally planned and that the Goulbourne link near Manchester onto the existing west coast main line would be cancelled.

### **3. Consultation**

- 3.1 Within the context of this update report to Scrutiny Committee, there are no real options to consider. The County Council continues to be an active member of the HS2 East group of local authorities and makes the strongest representations on behalf of Derbyshire residents and businesses through the channels outlined in Paragraph 2.3. Although the Council has worked closely with the DfT and other stakeholders in the region for a number of years to influence options and potential solutions in the development of HS2 and the other rail projects in the IRP, it has no control over the final proposals put forward in the IRP by DfT., the proposals.

### **4. Alternative Options Considered**

- 4.1 Do nothing – Whilst the County Council has no direct responsibility for implementing the IRP and could decide not to get involved in discussions on the programme, this is not considered appropriate as it would mean the views of the Council and residents of the County were not made clear to the DfT.

### **5. Implications**

- 5.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

## **6. Background Papers**

- 6.1 A copy of the Integrated Rail Plan can be seen at the following link  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1038561/integrated-rail-plan-for-the-north-and-midlands-web-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1038561/integrated-rail-plan-for-the-north-and-midlands-web-version.pdf)

## **7. Appendices**

- 7.1 Appendix 1 – Implications.
- 7.2 Appendix 2 – Map showing the IRP proposals in Derbyshire.

## **8. Recommendation**

That the Committee:

- a) Notes the update on the Integrated Rail Plan and provides comments on its content for consideration in on-going discussion with HS2 Ltd and Department for Transport.

## **9. Reason for Recommendation**

- 9.1 The County Council, and its regional partners, continues to engage with the DfT on the IRP proposals and utilises every opportunity to ensure the benefits for Derbyshire residents and businesses are maximised and any detrimental impacts are addressed as far as possible.

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### **Implications**

#### **Financial**

- 1.1 In November 2021 the DfT estimated the IRP proposals across the country would cost £96 billion. No current estimate of the costs taking account of inflation since then is currently available.

#### **Legal**

- 2.1 The parliamentary process to gain permission to build the new high speed from Birmingham to East Midlands Parkway has yet to begin and, so far, no date has been set when this may start. Other work, such as the electrification of the MML, does not need legal or a parliamentary permission to proceed.

#### **Human Resources**

- 3.1 There are no direct human resources implication to this report.

#### **Information Technology**

- 4.1 There are no direct information technology implications to this report.

#### **Equalities Impact**

- 5.1 Public transport services are particularly important to a variety of disadvantaged groups, such as young people, older people, women, and those from economically deprived communities, all of which make a higher proportion of journeys by public transport than the population as a whole. The introduction of the measures associated with the IRP could enhance the quality of rail services available and would also support the Council's wider 'levelling up' agenda across all communities and ambitions for driving 'good growth'.

#### **Corporate objectives and priorities for change**

- 6.1 The IRP proposals would help deliver the following Council Plan priorities: Resilient, Healthy and Safe Communities; High Performing, Value for Money and Resident-Focused Services; A Prosperous and Green Derbyshire.

#### **Other (for example, Health and Safety, Environmental, Sustainability, Property and Asset Management, Risk Management and Safeguarding)**

- 7.1 None.