

Title of Report		RAIL NEEDS ASSESSMENT FOR THE MIDLANDS AND THE NORTH
Background Papers		Public Report: Yes
		Key Decision: Yes
Financial Implications	No current financial implications but in the longer term, improvements to rail infrastructure will result in the growth of the local economy in the district and therefore growth in locally retained business rates.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	There are no direct legal implications arising from the contents of this report.	
	Signed off by the Deputy Monitoring Officer: Yes	
Staffing and Corporate Implications		
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To advise the Portfolio Holder of the proposed response to the National Infrastructure Commission's Call for Evidence on the Rail Needs Assessment for the Midlands and the North	
Reason for Decision	Cabinet level approval is needed to confirm the Council's consultation response to the Rail needs Assessment for the Midlands and the North	
Recommendations	<p>THAT THE PORTFOLIO HOLDER:</p> <p>A) AGREE THE COUNCIL'S CONSULTATION RESPONSE TO THE RAIL NEEDS ASSESSMENT FOR MIDLANDS AND NORTH IN THE APPENDIX TO THIS REPORT.</p> <p>B) AGREE THAT THE CONSULTATION RESPONSE BE SUBMITTED TO THE NATIONAL INFRASTRUCTURE COMMISSION</p>	

1.0 BACKGROUND

- 1.1 The government, working with HS2 Ltd and local leaders, has committed to draw up an Integrated Rail Plan for the Midlands and the north which is framed by the government's commitment to bring forward transformational rail improvements along the HS2 route as quickly as possible. This work will be informed by an assessment from the National Infrastructure Commission (NIC) looking at the rail needs of the Midlands and the north, and the available evidence on Northern Powerhouse Rail, Midlands Rail Hub, HS2 Phase 2b and other proposed Network

Rail projects. It is anticipated that an announcement on the Integrated Rail Plan will be made by the end of 2020.

- 1.2 The plan will consider the following, based on the NIC's assessment and taking into account value for money, levelling up, affordability and deliverability considerations:
 - How best to integrate HS2 Phase 2b and wider transport plans in the north and Midlands, delivering benefits from investments more quickly.
 - How best to reduce cost, including opportunities to reconsider HS2 Phase 2b scope and design standards to prevent over-specification, improve efficiency and reduce costs,
- 1.3 HS2 will pass directly through North West Leicestershire along the M42/A42 corridor. Although no stations are proposed along this route, it is hoped that its construction and operation will support some significant connectivity improvements for our residents and businesses.
- 1.2 The Council's policy has been to remain neutral about HS2, but at the same time to accept that there is a need to have a pragmatic attitude to a critical infrastructure project which will have profound impacts on the District. The stance therefore has been to ensure that we engage appropriately with HS2 Ltd and the Department for Transport to ensure the best mitigation is obtained for residents and businesses.
- 1.3 The elected members have previously agreed consultation responses and officers of the Council work with HS2 Ltd, the Department for Transport and other local and regional stakeholders. An Officers Mitigation Group has been set up, assisted by consultants. The District engages fully with Parish Councils, local action groups and businesses.
- 1.4 The consultation response, attached as Appendix 1 to this report, sets out that the key areas where the benefits of an Integrated Rail Plan can be realised are:
 - A classic compatible link between HS2 and the Midlands Main Line at Toton. This link is vital to achieving the best outcomes for the District as it will greatly increase connectivity to East Midlands Parkway and East Midlands Airport
 - Completing full electrification of the Midland Main Line
 - Enabling improvements to allow for the re-opening of the Ivanhoe Line to take advantage of use of the line by HS2 for the Ashby Railhead
 - Improving Leicester station to increase quality and capacity
 - Enacting the Midlands Connect proposals to improve the connectivity of the East Midlands

- 1.5 The Council recognises that rail transport has a strong influence on economic growth, is vital to improve connectivity and boosts social inclusion. Improved rail connectivity (and therefore greater capacity for rail freight) will help to reduce road congestion and the districts carbon footprint.
- 1.6 This submission sets out the key priorities as the Council sees them, building on and consistent with the response of our partners in Midlands Connect and Transport for East Midlands. These priorities listed 1.4 above are in a sequential order given delivery inter-dependencies but it should not be interpreted that an item lower on the list is of a lesser priority to the Councils than those higher on the list:

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Supporting Coalville to be a more vibrant, family-friendly town - Support for businesses and helping people into local jobs - Our communities are safe, healthy and connected
Policy Considerations:	None identified
Safeguarding:	None identified
Equalities/Diversity:	None identified at this time
Customer Impact:	Long term disruption during the construction phase of HS2 and other rail infrastructure improvements
Economic and Social Impact:	Rail infrastructure projects will support economic regeneration in the District.
Environment and Climate Change:	Rail infrastructure projects, including the Leicester – Burton (Ivanhoe Line), will reduce emissions from diesel trains, reduce traffic on roads in the district and improve air quality.
Consultation/Community Engagement:	None identified
Risks:	<p>HS2 and other infrastructure projects do not happen impacting on economic development in the District</p> <p>Long term impacts and disruption to residents and businesses during the construction phases of infrastructure improvements</p>
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