

Integrated Rail Plan

- ▶ IRP published 18th November available at: [Integrated Rail Plan for the North and Midlands \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
- ▶ There has been breadth of responses to the IRP nationally and from within the East Midlands
- ▶ This presentation focuses on the substance of the IRP, what it means for the East Midlands, and suggests some next steps for the Board to consider



Integrated Rail Plan for the North and Midlands



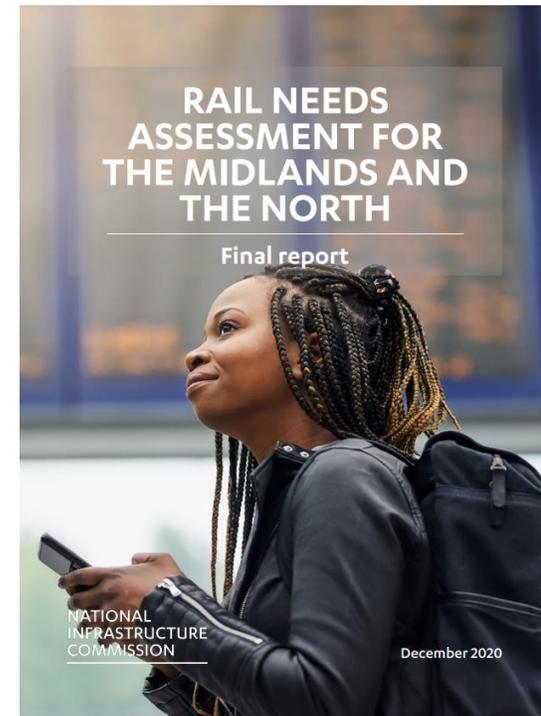
Background

- ▶ 'Y' Network endorsed by Government Dec 2010 – and Toton identified as preferred station location in Jan 2013
- ▶ Route of the Eastern Leg confirmed & safeguarded in Summer 2017 (with some subsequent amendments)
- ▶ Oakervee Review 2019/20 – re-confirmed Eastern Leg but identified the need for further work to integrate HS2 with NPR and MER
- ▶ Rail Needs Assessment (Nov 2020) identified a number of IRP options based on the NICs 'fiscal mandate'
- ▶ IRP represents the Government's decision on the way forward



**OAKERVEE
REVIEW**

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The Money

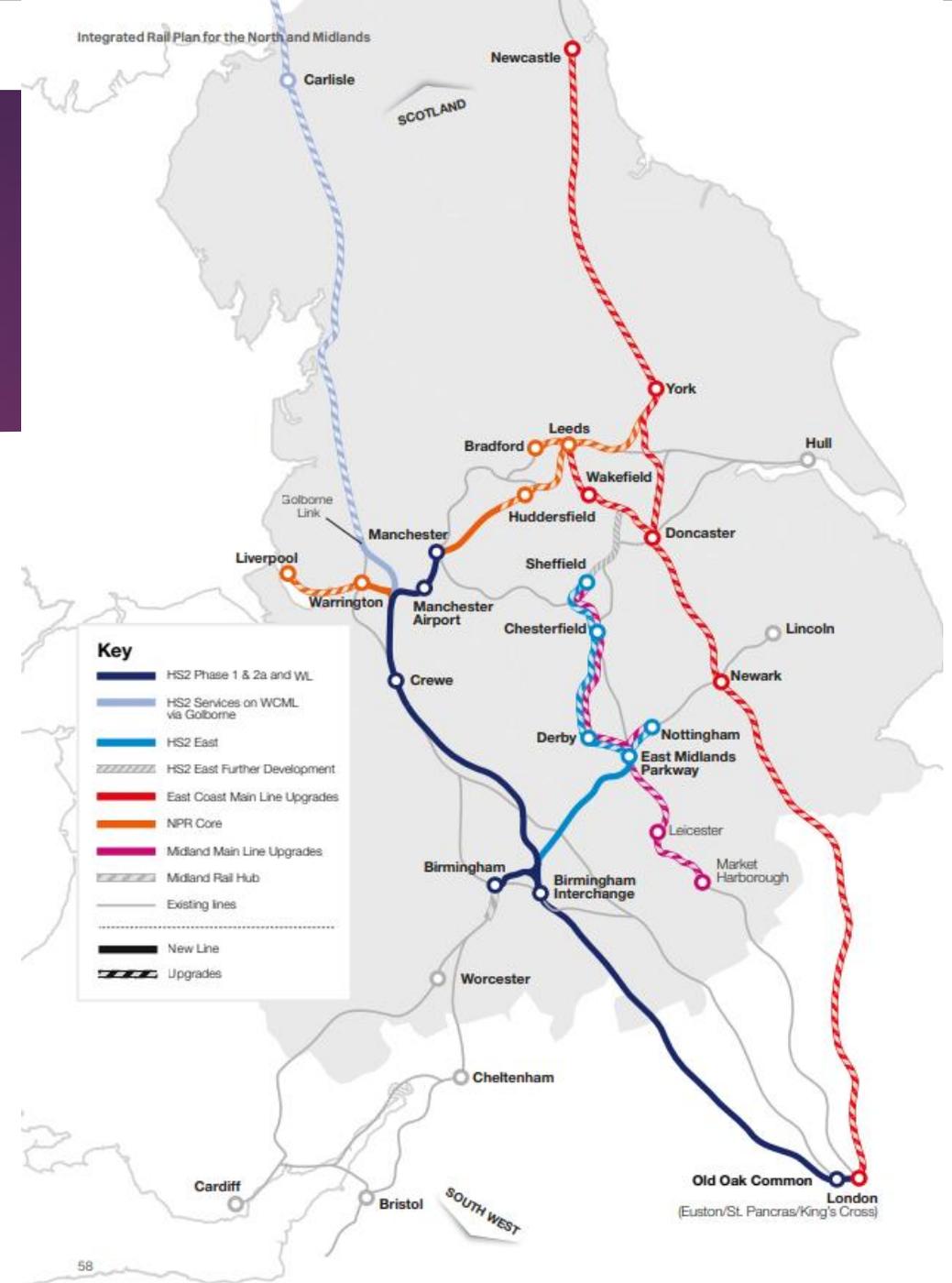
- ▶ The IRP funding envelope is broadly consistent with the NIC 'Base+25%' budget option (£108b)
- ▶ Delivering HS2 to Birmingham & Crewe will cost c£50b – more than the total budget for HS2 in the 2018 National Infrastructure Assessment
- ▶ There is unlikely to be additional headroom for major new schemes over and above the IRP

HS2 Spend to 2020	£8.3b
HS2 London to Birmingham/Crewe	£42.5b
HS2 Crewe to Manchester	£17b
Trans Pennine Upgrade (1)	£5.4b
HS2 to EMP/MML/ECMC	£12.8b
NPR	£17.2b
Smaller Schemes	£1.5b
Total IRP Spend 2020-2050	£96.4b

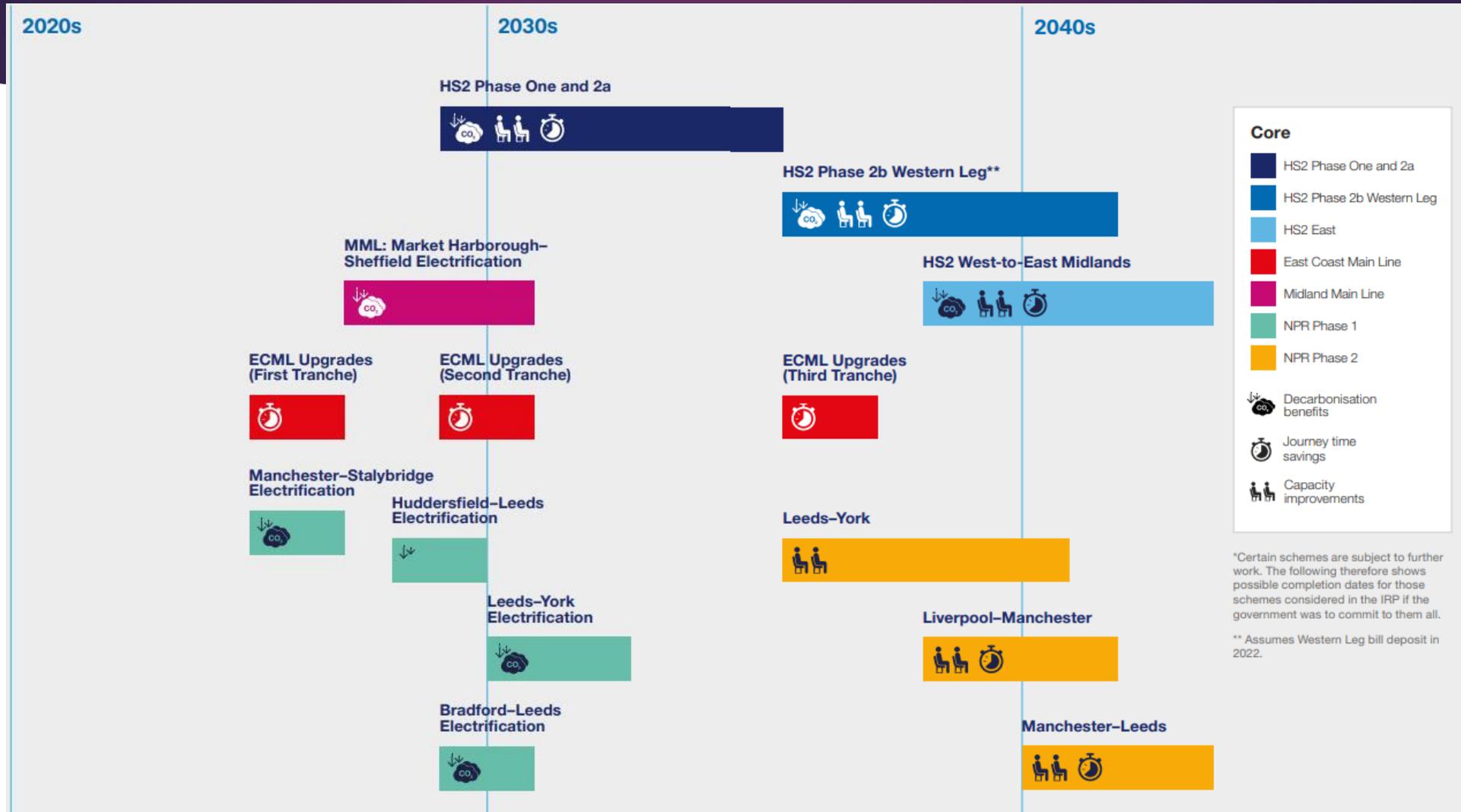
Costs at 2019 prices

Core Proposals

- ▶ New HS2 line from Birmingham to MML south of East Midlands Parkway
- ▶ Electrification of Midland Main Line
- ▶ Upgrade of East Coast Main Line (scope subject to business case)
- ▶ Enables HS2 trains to serve Nottingham, Derby, Chesterfield & Sheffield
- ▶ Reduces journey times to some locations and increases capacity



IRP Timescales



Completing the Eastern Leg?

- ▶ IRP confirms £100m for a further study by Network Rail to assess options for extending HS2 to Leeds
- ▶ Likely to consider existing HS2 route, upgrading the Erewash Line through Derbyshire and a new link from EMP to ECML through Nottinghamshire
- ▶ No published timescale for the Study...but likely to take at least 18-24 months to complete
- ▶ Safeguarding Directions for the existing HS2 Route will remain in place until Study is complete
- ▶ There is no identified budget within the IRP to deliver the rest of the Eastern Leg



Local Proposals for the East Midlands

- ▶ Proposal for a conventional rail station at Toton - subject to business case & 50% contribution from the private sector
- ▶ Proposals for Maid Marion & Robin Hood Line Extension (Mansfield to London via Leicester) - subject to business case
- ▶ Potential for a 'shuttle service' between East Midlands Parkway and a local rail station at Toton highlighted
- ▶ Accelerate plans for an 'East Midlands Development Vehicle'

Implications

- ▶ Whilst the IRP represents a major improvement to the current rail network it is also significant change from previous proposals
- ▶ IRP has a much greater impact on the existing network & services
- ▶ Capacity enhancements will be required to accommodate conventional compatible HS2 trains more widely.
- ▶ The 'Access to Toton' proposals and 'EMDevCo' business case will need to be reviewed to reflect post IRP position
- ▶ Staveley IMD unlikely to proceed and this large brownfield site may need to be re-purposed

Key Tasks

- ▶ Development of Post IRP Train Service Options for intercity services, including extending HS2 to serve Leeds
- ▶ Identification of key infrastructure enhancements on the existing rail network required to enable HS2 trains to reach Nottingham, Derby, Chesterfield (& Sheffield)
- ▶ Development of Train Service Options for a local rail station at Toton (including Maid Marion/Robin Hood Lines)
- ▶ Review of East Midlands Gateways Connectivity Study (aka 'Access to Toton') to reflect revised development/HS2 proposition
- ▶ Review of EMDevCo Business case to reflect revised development/HS2 proposition
- ▶ Review of the wider East Midlands HS2 Growth Strategy published in 2017
- ▶ (Consideration of the connectivity impacts resulting from the East Midlands Freeport Full Business Case)

Next Steps

- ▶ TfEM is in early discussion with Midlands Connect on the scope of further technical work to understand to the impacts and choices resulting from the IRP
- ▶ There is a strong case for securing additional resources from DfT to undertake a review of the 2017 East Midlands HS2 Growth Strategy and the 'Access to Toton' study
- ▶ The Network Rail 'Options to Leeds' study must be completed ASAP to minimise blight - with input from the Board & councils
- ▶ Given the fiscal situation and blight implications, the region may wish to review support for delivering the Eastern Leg of HS2 in full