

# Executive Decision Report

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## **TO ADOPT THE LEICESTER AND LEICESTERSHIRE RAIL STRATEGY**

Decision to be taken by: City Mayor

Decision to be taken on: 10<sup>th</sup> February 2017

Lead director: Andrew L Smith

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**City Mayor**

## Useful information

- Ward(s) affected: All
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- Report version number: 03

## 1. Summary

### TO ADOPT THE LEICESTER AND LEICESTERSHIRE RAIL STRATEGY

The Leicester and Leicestershire Rail Strategy has been funded and developed jointly with Leicestershire County Council and LLEP in order to drive forward and influence rail investment and operation to benefit our local people and the economy and the environment of Leicester and Leicestershire. There have been several iterations following public consultation and stakeholder involvement. The final draft is attached. It is now appropriate for the City and County Councils to formally adopt the strategy.

## 2. Recommendations

To adopt and support the Leicester and Leicestershire Rail Strategy, prepared jointly with Leicestershire County Council and the LLEP.

## 3. Supporting information including options considered:

### Rail Priority Areas

- 3.1 The key rail priorities for Leicester are covered by the strategy including:
- Leicester London services in less than 60 minutes
  - Direct Services between Leicester and Coventry
  - Direct Services between Leicester and Manchester
  - Direct Services between Leicester and Leeds
  - Improved Birmingham/ Leicester/ Stansted services
  - Pressing for completion of electrification with the minimum of further delay.
  - Ensuring that rolling stock on the Midland Mainline is replaced by new intercity standard rolling stock of appropriate quality and performance, particularly for the electric services
  - Ensuring that there is a physical link between HS2 and the Midland Mainline in the area of the new East Midlands Hub station to enable classic compatible trains to connect Leicester and Leicestershire with the North and vice versa; these are trains that can run on both conventional track and high speed track.

### Stakeholder Involvement / Consultation

3.2 The feedback from stakeholder involvement and the consultation during the summer of 2016 has influenced the final strategy. The key issues for Leicester where the strategy has been strengthened are:

- Leicester London journey time improvements
- Improved Stansted and Birmingham services
- Direct services to Manchester, Leeds and Coventry
- Planned electrification of MML must be accompanied by high-quality electric rolling stock suited to long-distance, high-speed travel
- A physical link between HS2 and the MML in the area of the EM Hub station

### **Influencing Role of the Rail Strategy**

3.3 The strategy and its supporting evidence base has already proved valuable in influencing the following:

- a. Midlands Connect Strategy – The Leicester and Leicestershire Rail Strategy has been fed into the technical group work to develop the MC strategy priorities which are now consistent with our own. The next stage is to secure further support from Network Rail and other stakeholders and ultimately development funding to take forward our priorities.
- b. HS2 - We have successfully influenced the Emerging Economic Growth Strategy, jointly prepared by East Midlands Councils, which highlights the classic compatible link at Toton, serving Leicester and Leicestershire as a key requirement. We will shortly be responding to the latest HS2 route consultation using our Strategy as supporting evidence to underpin the Toton link.
- c. Midland Mainline electrification and rolling stock – Our Strategy has helped us to continue making the case for electrification and more recently support the East Midlands Trains call for Bi Mode trains.
- d. Local Growth Fund bids – We recently used the Strategy, working with Leicestershire and Warwickshire County Councils and Coventry City Council, to submit bids for Local Growth Funding in our respective LEPs. It is likely that there will be insufficient LGF funding made available in this round to support this project and alternative development funding will be sought through Midlands Connect.
- e. Leicester and Leicestershire Strategic Transport Plan – work has commenced on developing an overarching transport strategy for the city and county and the Rail Strategy will provide important supporting evidence to assist in its preparation.
- f. Leicester Economic Action Plan 2016-20 – the Strategy provided the priority rail schemes now included in the EAP.
- g. Consultant Support – SLC Rail, who prepared our Strategy, will be retained by the City and County Councils to continue to assist in pursuing our common priorities.

### **Next Steps**

3.4 We will continue to use this (adopted) strategy document to influence, lobby and secure funding for priority schemes.

## **4. Details of Scrutiny**

## **5. Financial, legal and other implications**

### 5.1 Financial implications

Adopting the strategy is not expected to result in any immediate significant financial implications for the Council. However, the costs of any specific actions that may come forward should be considered at that time. The various elements of the strategy are intended to strengthen the local economy.

Colin Sharpe, Head of Finance, ext. 37 4081

### 5.2 Legal implications

While there are no direct legal implications arising from the adoption of the Strategy at this stage, further legal advice may be required in respect of supporting the objectives of the Strategy as outlined in this Report. This may include advice on potential funding arrangements, advice and agreements arising from dialogue with rail companies and infrastructure providers, and in respect of procurement of professional advice. Legal Services will continue to provide support and assistance to the work of the Strategy.

John McIvor, Principal Lawyer, ext. 37 1409

### 5.3 Climate Change and Carbon Reduction implications

Rail travel can make an important contribution to reducing the carbon emissions from travel, with an average rail passenger being responsible for approximately a quarter of the greenhouse gas emissions of a medium sized car driver for each km travelled. Whilst the benefits of the strategy will primarily affect travel between cities, improved rail services might, in the long term, be expected to have a positive impact on carbon emissions from travel within Leicester and Leicestershire too, by making a non-car based lifestyle more feasible and attractive. The case for rail investments presented in the strategy could be strengthened by including a discussion, and evidence, of the climate change benefits.

Duncan Bell, Senior Environmental Consultant. Ext. 37 2249

### 5.4 Equalities Implications

Not applicable

### 5.5 Other Implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None

**6. Background information and other papers:**

Leicester and Leicestershire Rail Strategy,

**7. Summary of appendices:**

Leicester and Leicestershire Rail Strategy,

**8. Is this a private report (If so, please indicated the reasons and state why it is not in the public interest to be dealt with publicly)?**

No

**9. Is this a “key decision”?**

Yes

**10. If a key decision please explain reason**

It is significant in terms of its effects on communities living and working in all wards in the City and beyond.

**In determining whether it is a key decision you will need consider if it is likely:**

- to result in the Council incurring expenditure which is, or the making of savings which are, significant having regard to the Council’s budget for the service or function to which the decision relates.
- to be significant in terms of its effects on communities living or working *in two or more wards in the City*.

Expenditure or savings will be regarded as significant if:

- (a) In the case of additional recurrent revenue expenditure, it is not included in the approved revenue budget, and would cost in excess of £0.5m p.a.;
- (b) In the case of reductions in recurrent revenue expenditure, the provision is not included in the approved revenue budget, and savings of over £0.5m p.a. would be achieved;
- (c) In the case of one off or capital expenditure, spending of over £1m is to be committed on a scheme that has not been specifically authorised by Council.

In deciding whether a decision is significant you need to take into account:

- Whether the decision may incur a significant social, economic or environmental risk.
- The likely extent of the impact of the decision both within and outside of the City.
- The extent to which the decision is likely to result in substantial public interest
- The existence of significant communities of interest that cannot be defined spatially.