



CABINET – 10 OCTOBER 2017

**DELIVERY OF LEICESTER AND LEICESTERSHIRE'S RAIL STRATEGY
(INCLUDING HS2)**

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

PART A

Purpose of the Report

1. The purpose of this report is to seek the Cabinet's approval of the Council's proposed response to the East Midlands Rail Franchise consultation, to advise of the impact of the DfT announcement to cancel electrification of the Midland Mainline north of Kettering on the delivery of the priorities set out in the Leicester and Leicestershire Rail Strategy, and to re-affirm the Council's position, in light of this announcement, on the now confirmed route for HS2 Phase 2b, as set out in Appendix A.

Recommendation

2. It is recommended that:
 - a) The proposed County Council response to the Government's East Midlands Rail Franchise consultation as set out in Appendix B to this report be approved;
 - b) The Government announcement to cancel the proposed electrification of the Midland Mainline north of Kettering and to instead introduce bi-mode inter-city trains by 2022 be noted with regret, together with the effect this will have on the future delivery of priorities identified in the Leicester and Leicestershire Rail Strategy;
 - c) The Director of Environment and Transport be authorised to:
 - (i) Undertake work, as necessary, to make the case to the Department for Transport (DfT) to reverse its decision to cancel electrification of the Midland Main Line north of Kettering;
 - (ii) Enter into discussions with the DfT and other bodies, as necessary, to seek clarification and assurances in respect to concerns about future rail services on the Midland Mainline, as set out in paragraph 39 of this report;
 - d) The Council continue its support, in principle, for the now confirmed route of HS2 subject to the caveats previously agreed and set out in Appendix C, and those

issues now identified in paragraph 49 of this report;

- e) The Director of Environment and Transport explore opportunities through the HS2 Phase 2b hybrid Bill or other means to achieve the objectives and benefits of the Leicester and Leicestershire Rail Strategy with regards to HS2;
- f) That the Council's support for HS2 be reviewed following the introduction of the HS2 Phase 2b hybrid Bill (to be introduced to Parliament in 2019) and the response to the reassurances sought on Midland Mainline performance in accordance with (c)(ii) above, and that a further report be brought back to the Cabinet as appropriate;

Reason for Recommendations

- 3. The Government has set out its proposals to improve train services on the East Midlands rail network under the new East Midlands rail franchise and is seeking feedback on those proposals.
- 4. Confirmation of the Authority's position on the eastern leg of HS2 and MML electrification will enable officers to engage with the DfT to seek outcomes that are for the benefit of Leicester and Leicestershire residents and businesses and which will ensure that the priorities identified in the Leicester and Leicestershire Rail Strategy can be met. This will enable the Authority to respond appropriately to correspondence and enquiries regarding rail.

Timetable for Decisions (including Scrutiny)

- 5. The Government consultation on the East Midlands rail franchise will end on 11 October 2017. Due to the timetable of meetings and the timescale for responses to the consultation it has not been possible for a report to be presented to the Environment and Transport Overview and Scrutiny Committee. However, a copy of this report has been circulated to the Chairman and Group spokesmen of the Committee to enable them to submit their comments to the Cabinet for its consideration.

Policy Framework and Previous Decisions

- 6. On 1 March 2016 the Cabinet considered the outcomes of joint work undertaken by Leicestershire County Council, Leicester City Council and the Leicester and Leicestershire Enterprise Partnership (LLEP) to develop a draft Rail Strategy for Leicester and Leicestershire (including HS2) and approved an engagement exercise on the draft Strategy. The Cabinet also resolved to revise the Authority's position on HS2 running through the County to one of support in principle, subject to certain caveats set out in the Cabinet report.
- 7. On 10 February 2017 the Cabinet approved the Leicester and Leicestershire Rail Strategy and the Authority's position on HS2 was reconfirmed.
- 8. At its meeting on the 27 September, the County Council unanimously passed a notice of motion which expressed the Authority's regret that the SoST had cancelled the electrification of the Midland Mainline. It noted that the business case

for MML electrification remained strong and was essential for HS2 integration and the delivery of classic compatible services connecting Leicestershire with the Northern Powerhouse cities and it believed it was in the interests of Leicestershire that the Government reinstates its commitment to full electrification of the Midland Mainline to maximise the benefits this will bring to jobs, economic growth and future prosperity.

Resource Implications

9. The majority of actions required to implement the Rail Strategy as well as address matters regarding MML electrification require the County and City Councils to act in a facilitating and lobbying role, rather than as direct funder or promoter of schemes. Officers will continue to make use of specialist rail consultancy support to ensure that any lobbying is as effective as possible. This support is being jointly funded by the County Council, Leicester City Council and the LLEP.
10. It is likely that there will continue to be significant resource implications to the County Council as a result of recent rail announcements detailed in part B below. These costs will include providing input to future work to develop HS2 proposals, including seeking appropriate mitigation, input into the Parliamentary process and dealing with the associated highway infrastructure changes and construction implications. Although HS2 Ltd has provided a draft Memorandum of Understanding which will reimburse certain aspects of officer time, this precludes some activities such as technical approvals. Officers will continue to liaise with HS2 Ltd to seek to recover as many of the associated costs as possible.
11. At this time, the costs of lobbying for items to be included in the HS2 Phase 2b Parliamentary Bill are unknown. These will be detailed in future reports to Cabinet should such an approach be considered.
12. The Director of Corporate Resources and the County Solicitor have been consulted on the contents of this report.

Circulation under the Local Issues Alert Procedure

A copy of this report will be circulated to all members under the Local Issues Alert Procedure.

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PART B

Background

Leicester and Leicestershire Rail Strategy (L&LRS)

13. The Leicester and Leicestershire Rail Strategy (L&LRS) includes the following five core priorities:
 - a) To maximise the benefit of the Midland Mainline services;
 - b) To achieve the best result from the implementation of HS2 Phase 2;
 - c) To improve radically direct fast connectivity to key regional and national destinations;
 - d) To ensure that rail access and economic development are planned together;
 - e) To support modal shift from cars and lorries to sustainable transport.
14. A summary of the recent rail related announcements are set out below along with details of their impact on these priorities.

HS2 – Phase 2b route (Eastern leg) announcement

15. On 17 July 2017 the Secretary of State (SoST) announced the confirmed route for HS2 Phase 2b, including the route through Leicestershire. This was informed by previous consultation exercises conducted by HS2 Ltd, to which the County Council had submitted a response. As outlined below, revisions have been made to the route through the County (and elsewhere along Phase 2b) since the original route was published in 2013 and revised in 2016. The announcement of the confirmed route safeguards the line and station locations for planning purposes and puts in place a statutory compensation regime for any properties directly affected.
16. Appendices A1, A2 and A3 attached to this report show the confirmed route through Leicestershire, along with the 2013 and 2016 proposed routes for comparison purposes.
17. **Measham area:** The SoST has confirmed a modified version of the 2013 route, (i.e. it runs to the west of Measham), but this has been moved approximately 80m to the east and closely follows the A42, a section of which would need to be realigned near Measham.
18. **East Midlands Airport area:** The SoST has confirmed the 2016 proposal to move the route away from East Midlands Airport. It will follow the eastern side of the A42 before passing east of the runway, to the east of the M1 and to the west and north of Kegworth.
19. It is important to emphasise that with this announcement, the route of HS2 Phase 2b is now confirmed as final. HS2 Ltd will next undertake more detailed development of the route for Phase 2b, ahead of the submission in 2019 (as per the current timetable) of the HS2 Phase 2b hybrid Bill as is required to enable its construction. Royal Assent of the Bill is targeted for 2022, with construction starting in 2023/24 and the line opening in 2033.
20. Whilst the parliamentary process is underway it will be possible to submit evidence to Parliament and lobby for inclusion of items in the Bill. However, anyone seeking

substantive changes to the routing will need to make a clear and compelling evidenced-based case for this to be considered, given the recourses that by then HS2 Ltd will have expended on developing the project and the likely implications that such changes could have on the timetable for delivery.

DfT Electrification Cancellation Announcement

21. On 20 July the SoST announced that electrification of the MML north of Kettering would be cancelled, and that a new fleet of bi-mode inter-city trains would be ordered instead, coming into operation by 2022. The Government undertook no consultations prior to this decision.
22. Network Rail's Enhancement Delivery Plan (2014-19) contained a number of packages of work to improve capacity and journey times on the MML. Electrification was expected to deliver some, but not all, of the journey time's benefits through the faster acceleration available from this traction, whereas the capacity improvements were a separate but associated part of the upgrade.
23. However, on 20 July the DfT also published its High Level Output Statement (HLOS). This is a statutory document, and is intended to set out the Government's requirements from the industry (in particular Network Rail) for the period 2019-2024. The statement does not commit to infrastructure enhancements and this raises concerns about the level of investment in the MML beyond 2019.
24. Works that are still planned to be undertaken by Network Rail up to 2019 include:
 - Electrification between Bedford and Corby.
 - Capacity works at Kettering and Corby, remodelling of Derby station and platform lengthening at a number of stations including Market Harborough.
 - Line speed improvements in Market Harborough, at Leicester South Junction, Derby station and at points between Derby and Sheffield.
25. The DfT now consider that journey times will be improved by a combination of the following factors:
 - The service pattern proposal as part of the new franchise consultation (see below).
 - The line speed works i.e. Market Harborough.
 - The superior acceleration of the bi-mode trains under electric power between London and Kettering.

DfT Consultation on the East Midlands Rail Franchise

26. The current East Midlands rail franchise, operated by East Midlands Trains (EMT), comes to an end in 2019. The DfT are currently undertaking a public consultation exercise, running to 11 October 2017, which sets out proposals to improve the train services on the East Midlands rail network under the new franchise. The new franchise is currently expected to run until at least 2026.
27. The purpose of this consultation is to explain the planned process and timescales for awarding the rail franchise, provide information about the current services and the Government's aims for the new franchise, and to seek views to ensure this delivers the best possible railway for passengers, communities and business. The

proposals set out in the consultation document include:

- Reduced journey times on peak-time intercity long distance services by up to 20 minutes.
- Introduction of higher capacity trains on dedicated commuter services
- Changes to stopping patterns and introduction of electric trains up to Corby – which could see the loss of direct services between Oakham and Melton Mowbray.
- Increasing the total number of seats for passengers.
- Rearranging/redesigning/adapting train interiors.
- Offering journeys that meet customer needs.
- Improving airport connectivity.
- Improving the service offering on the Liverpool – Norwich route.
- Optimising the routes covered by the East Midlands franchise – transferring the Birmingham to Stansted Airport services from Cross Country to the East Midlands franchise.
- Proposed diversion of Birmingham – Stansted services to Norwich.
- Improving facilities and access at stations.
- Improving and simplifying fares and ticketing.
- Providing improved information and performance.
- Bringing the operation of the track and train on the railway closer together – operator forming an integrated operating team with Network Rail.

28. It is important to note that significant areas of the county (e.g. south-west Leicestershire) are reliant on other rail service operators. The Cross Country Franchise, which in Leicestershire serves Melton Mowbray, Narborough and Hinckley (amongst other stations), providing connectivity to destinations such as Nuneaton, Birmingham and Stansted Airport. This franchise is due to be re-let in 2019 and the Authority will be consulted in 2018 on the new service. However, there are opportunities to seek improved east-west connectivity, as highlighted in this report.

East Midlands Trains Timetables – proposed 2018 timetable changes

29. It should be noted that EMT and the DfT are expected shortly to announce timetable changes for the MML for the period May to December 2018. These changes will have to take account of the impact of the new Thameslink timetable which will see more trains on the MML south of Bedford. The Authority will submit its response to EMT regarding the new timetable, once the detail of these changes are known. The response will be based on securing benefits under the priorities of the L&LRS. Should further information arise following the publication of this report before the Cabinet meets on 10 October, an update will be provided to members at the meeting.

Implications for the Leicester and Leicestershire Rail Strategy Priorities from recent announcements

Priority A) To maximise the benefit of the Midland Main Line services

HS2 Phase 2b

30. The route as confirmed has no material implications for HS2's importance to

maximising the benefit of MML services. The capacity released by HS2 between Sheffield and the East Midlands Interchange (see paragraph 45) will provide the opportunity for new services to be designed to address Leicestershire's rail connectivity weaknesses, particularly to major cities and centres of economic activity. These opportunities exist, regardless of whether the MML is electrified, albeit electrification would help to maximise them.

31. Without HS2 it is unlikely that future demand for travel between Leicestershire and London on the existing network can be satisfied.

Electrification

32. The DfT has advised that the benefits of electrification can be achieved more quickly, with less disruption, by a new fleet of bi-mode trains that can operate both on electric and diesel power.
33. Crucially, the extent to which journey time improvements can be achieved will depend on the ability of these trains to accelerate quickly in diesel mode. However, there is uncertainty within the rail industry on the performance of the new bi-mode trains proposed, particularly under diesel power. It is understood that the current fleet of bi-mode trains are limited to a maximum speed of 100mph which is below the line speed of many sections of the MML and some 25mph slower than that of the current fleet of High Speed Trains (HSTs). Journey times could therefore be adversely affected by inferior acceleration of bi-mode trains when operating in diesel mode.
34. Performance under diesel power is a significant issue on the MML because a higher proportion of journeys will need to be run in diesel mode (London-Sheffield will have 72 miles electric and 93 miles diesel). Thus, whilst bi-mode trains might be suitable to plug a gap between the withdrawal from service of the current fleet of (diesel-powered) HSTs in the early 2020s, and the originally intended electrification of the MML north of Kettering "post 2023", they should not be viewed as an acceptable, 'permanent' alternative to electrification.
35. The risk to journey times is further compounded by concerns that there may be difficulties in aligning MML inter-city services with intended enhancements to the Thameslink service south of Bedford without slowing the MML services down. It is also being questioned whether there is sufficient electrical capacity south of Bedford to serve future rail service demands.
36. The other longer term implication of the cancellation of electrification through Leicestershire is that it could make classic compatible services onto HS2 services at Toton more difficult to achieve. As set out in the L&LRS, there are significant economic benefits (for Leicester and Leicestershire, Midlands Engine and the United Kingdom more widely) to be gained from improving rail connectivity between Leicester and Leicestershire and cities and other centres of economic activity around the country. This could be released through a classic compatible link between MML and HS2.
37. It is unlikely that an order for bi-mode classic compatible trains for use on HS2 would be viable, or that the business case for classic compatible services would necessarily, if taken as an isolated project, support electrification between Kettering and Leicester and (at the least) Toton. If current bi-mode trains are limited to

100mph under diesel power, to run on HS2 trains will need to be capable of 200mph. Thus, whilst in terms of journey times there are still benefits to be realised through the delivery of indirect services (i.e. interchange at Toton), overall it is considered that the case for electrification of the MML should continue to be made.

38. A further issue of concern is that currently bi-mode trains will not be introduced on the MML until 2022. However, the current fleet of HSTs are not compliant with accessibility standards (e.g. for wheel chair users). Unless they are refurbished to become compliant they will, by law, need to be withdrawn from service by 1 January 2020, i.e. some 2 years prior to (accessibility compliant) bi-mode trains being introduced.
39. It is proposed that urgent clarification and assurances be sought by the Director of Environment and Transport from the DfT in respect of:
 - a. The performance of the newly proposed bi-mode trains and that journey times on the MML will not be adversely affected by inferior acceleration of such trains, particularly when operating in diesel mode over substantial lengths of the MML;
 - b. Track capacity and electrical power supplies south of Bedford, and that neither represent an issue that will result in a compromise in the overall level of and performance (journey times) of inter-city services on the MML;
 - c. That bi-mode trains would be capable of running on HS2 utilising a classic compatible link between Midland Mainline and HS2;
 - d. How legal accessibility requirements will be met post 1 January 2020.

Priority B) To achieve the best result from implementation of HS2 Phase 2

40. The DfT state that by moving the 2013 alignment at Measham to the east and adopting a longer viaduct over the River Mease, demolition of a major manufacturing business and large local employer can be avoided.
41. HS2 Ltd has advised that the modified 2013 route has no impact on journey times; keeping the route more within the A42 transport corridor has benefits including avoiding the “islanding” of Measham, Appleby Magna and Appleby Parva, and being further away from villages of Austrey to the south and Packington to the north with a reduction for those communities in the associated noise and visual impact.
42. In terms of the number of properties affected, Table 1 below sets out a comparison of the routes as previously published. Overall the number of properties affected by the route as now confirmed represents an increase on *all* previously published route proposals.

	Route Published 2013	Route Published 2016	Route Published 2017	Difference (2013 – 2017)
Buffer	No. of Properties	No. of Properties	No. of Properties	No. of Properties
50m	27	23	34	7
120m	123	62	174	51
300m	733	760	886	153

Table 1

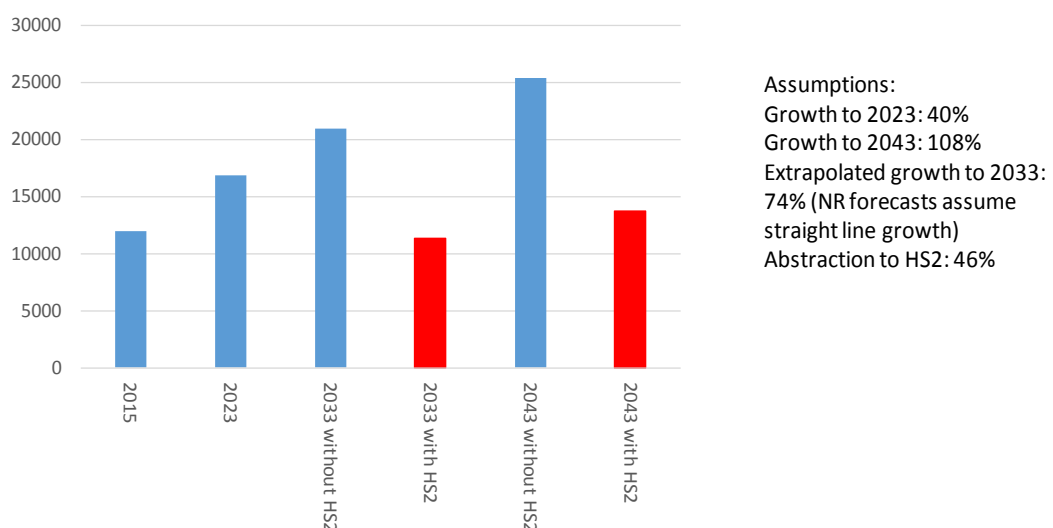
43. The confirmed route also:

- Avoids the Plastic Omnium building (affected by the 2013 consultation route).
- Affects a number of small business units on The Westminster Industrial Estate, which includes a number of starter units.
- Significantly impacts on the Ashby Canal restoration to the east of Measham. This would make the restoration of the route into Measham unviable, as it has a significant and detrimental impact on the Wharf Development to the extent it sterilises the development site. This will have a knock on effect of discouraging future potential investors in this redevelopment area. Officers are currently working with HS2 Ltd to seek a resolution to this matter, which may involve a compensation claim.
- Will require some additional cut and cover tunnel to accommodate the Kegworth bypass (to be delivered as part of the East Midlands Gateway Strategic Rail Freight Interchange Site).
- Impacts on properties on the north side of Kegworth and passes through land that has been identified for housing development on the west side of the village.
- May involve land take of County Council land – this will be subject to negotiation and be governed by the rules and regulations that deal with compulsory purchase as amended by the HS2 Phase 2b hybrid Bill.

44. Despite the above, there are benefits that HS2 Phase 2b will still deliver, in particular:

45. **HS2 will release capacity at the north of the MML.** Growth in demand from Leicestershire will still mean that the current level of service to London is likely to be needed. Network Rail and HS2 have forecast that 46% of passengers on MML services from stations north of Leicester will transfer to HS2 services from Sheffield, Chesterfield and the East Midlands Interchange, freeing capacity for passengers from Loughborough, Leicester and Market Harborough. This is shown on the following graph extracted from the L&LRS. Without HS2, the MML will not be able to cater for foreseeable future demand between Leicestershire and London.

Average passengers per day leaving Leicester on London services



46. **New routeing/journey options:** HS2 creates opportunities to redesign existing services on the classic rail network, using the capacity released by long distance services using HS2. The Eastern arm of HS2 also creates the opportunity to redesign the Cross-Country network, which could enable improved services to stations in south-west (e.g. Hinckley) and north-east Leicestershire and better connections to destinations such as Nuneaton and Birmingham.
47. HS2 will provide some major connectivity benefits for Leicestershire via accessing the HS2 network at East Midlands Interchange or Birmingham Interchange. However, this connectivity would be greatly enhanced through classic compatible services. Leicester and Loughborough benefit principally from the improved journey time and connectivity available northbound on HS2. In addition, the north of the County benefits from the ability to park at the East Midlands Interchange for a 52 minute journey to London. The areas around Coalville and Ashby benefit from the ability to use the A42/M42 to access both stations, thereby significantly improving connectivity in all directions available via the HS2 network: North East, North West and London. The South West of the County (such as Hinckley) can access Birmingham Interchange via the M69/M6 for HS2 services to London and North West.
48. The benefits of HS2 for Leicester and Leicestershire therefore remain significant, both in terms of the utility of the new railway for residents and businesses, and for the potential knock-on benefits of capacity and new services on the existing network. Despite the negative impacts, on balance, it is recommended that the Authority continue its support 'in principle' for the now confirmed HS2 route through the County to the East Midlands Interchange at Toton but subject to the caveats previously agreed by the Cabinet on 10th February 2017 and detailed in Appendix C.
49. In light of the recent announcements affecting the MML outlined above, to ensure that the economic benefits for both Leicester and Leicestershire and the country are realised in practice, it is recommended that the Council's support should also now be subject to the satisfactory outcome of discussions with the DfT in respect of:
- the case for electrification of the MML north of Kettering as far as at least Toton and an ongoing programme of capacity enhancement, to deliver continuing improvement to journey times and additional services in support of Leicester and Leicestershire's economic growth objectives; and
 - a classic compatible link between the MML and the HS2 station at Toton
50. It may also be necessary to lobby for inclusion of appropriate measures to mitigate the impacts of HS2 on Leicestershire residents and businesses and this will be considered as HS2 Ltd.'s more detailed development proposals are set out.

Priority C) To improve direct fast rail connectivity to key regional and national destinations

51. Aside from the comments on Priority A, the cancellation of electrification does not impact on the key targets for improved connectivity, as there are no electrified routes to any of the key regional and national destinations off the MML. New services to these destinations will need to be diesel (excepting classic compatible

services).

52. The release of capacity on the MML resulting from HS2 is an opportunity to design new direct services through Leicester, both on the MML and Cross-Country networks.

East Midlands Rail Franchise Consultation Response

53. The consultation consists of 30 detailed questions. The County Council's detailed response, which is in partnership with Leicester City Council and the Leicester and Leicestershire Enterprise Partnership (LLEP), is set out in Appendix B. This focuses on delivery of the L&LRS priorities. The key points of the Council's proposed response are set out below:

A) To maximise the benefit from the Midland Main Line services

- Support for changing stopping patterns on the Midland Mainline as it will allow an increase in faster trains between Leicestershire and London, and crucially more capacity on those trains.
- Seeking assurance on journey times given the cancellation of electrification, introduction of bi-mode trains and the Thameslink timetable.

B) To achieve the best results from the implementation of HS2 Phase 2

- Request operator engagement with the County Council, Leicester City Council, LLEP, DfT, HS2 Ltd and Network Rail in supporting the delivery of the L&LRS.
- Active engagement from operator in pressing for, and making the case for, electrification.
- Operator working collaboratively in long term railway and economic planning.
- Active engagement from new operator in planning to maximise the value of HS2 to Leicestershire.

C) To improve radically direct fast connectivity to key regional and national destinations

- Not supporting withdrawal of direct London services from Melton Mowbray.
- Request direct services to Manchester, Leeds and Coventry.
- Not supporting the diversion of Birmingham-Stansfeld services to Norwich.
- Supporting the transfer of Cross Country services through Leicester to the East Midlands franchise, and the linking up of Birmingham-Leicester and Leicester-Lincoln. This would open up opportunities to seek improved services to settlements in the north-east and south-west of Leicestershire.
- Continue to work with neighbouring authorities to seek opportunities to improve services and stations on the Poacher Line, which serves Bottesford.

D) To ensure that rail access and economic development are planned together

- Request operator engagement with the County Council, Leicester City Council, LLEP, DfT, HS2 Ltd and Network Rail in supporting the delivery of the L&LRS.

- Active engagement from operator in pressing for, and making the case for, electrification.
- Operator proactive in helping to maximise the benefits to the local economy of the new trains and remaining MML projects.
- Operator supporting the development of “Le Nuckle” (Coventry to Leicester upgrade) project.
- Operator working collaboratively in long term railway and economic planning.
- Active engagement from new operator in planning to maximise the value of HS2 to Leicestershire.

E) To support modal shift from cars and lorries to sustainable transport

- Improving all aspects of the door to door journey.
- Provision of accessible information (train times, fares and tickets).
- Improved station facilities – sufficient secure cycle parking facilities.

54. East Midlands Councils (EMC) is working as a partner with the DfT on the franchise competition process, with the objective of ensuring that future rail services better meet the needs of businesses and communities across the East Midlands. Leicestershire County Council officers have been working closely with EMC to ensure that the regional consultation response is in line with the priorities set out in the L&LRS. Whilst officers will seek to agree a unified position with EMC on the response to the consultation, it is possible that there may be areas where it would be appropriate for the County Council to have a differing response to a particular issue, in order to deliver the L&LRS priorities.

Overall conclusions

55. There are a number of complex interactions between the recent government rail announcements that have a bearing on the successful delivery of the L&LRS priorities. Notwithstanding some of the uncertainties and challenges that the announcements presents, as set out in this report, it is proposed that there is more to be gained by continuing to take, in cooperation with other local and regional bodies as necessary, a proactive approach (engaging with DfT, Network Rail, HS2 Ltd, etc) to making the case to secure rail investment rather than to take an in principle position of ‘opposition’ to the recent announcements.
56. On balance it is proposed that the County Council should broadly support proposals in the East Midlands Rail Franchise consultation and continue with its support in principle for HS2 Phase 2b running through Leicestershire. Next steps would be then for officers to engage with the DfT to seek urgent clarification and assurances from the SoST regarding the key issues highlighted in this report. Additionally, through these discussions with the DfT and others, the case for MML electrification north of Kettering to at least Toton and for direct classic compatible rail services operating over the MML and HS2 lines (and by implication the classic compatible link between the MML and HS2) will continue to be made.
57. The Authority would also seek to lobby for items to be included in the HS2 Phase 2 Bill; the costs to the Authority of this are unknown at this time but could, potentially, be considerable.

58. Officers will also continue to engage with HS2 Ltd through the more detailed design process for Phase 2b, to seek to ensure that the impacts of the project on Leicestershire residents and businesses are minimised so far as is reasonably possible; dependent on the outcomes of the design process, it may be necessary to seek for the inclusion of appropriate mitigation measures in the HS2 Phase 2b Bill. It is important to stress that it is unlikely at this stage that route changes could be achieved, the focus is likely to be on mitigation. Anyone who might wish to lobby for a substantive change to the route would need to make a clear and compelling evidenced-based case to Parliament, given the resources that HS2 Ltd will have expended on developing the project and the likely implications that such changes could have on the timetable for the delivery of Phase 2b.
59. Officers will continue to explore other opportunities to improve rail services and stations across Leicestershire, such as through future franchise consultations.

Background Papers

- 10 February 2017 - Cabinet – Development of a Rail strategy (including HS2) for Leicester and Leicestershire
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4858&Ver=4>
- 9 June 2016 - Environment and Transport Overview and Scrutiny Committee – Draft Rail Strategy for Leicester and Leicestershire
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=4482&Ver=4>
- 1 March 2016 – Cabinet - Development of a rail strategy for Leicester and Leicestershire:
<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4600&Ver=4>

Appendices

Appendix A: HS2 Phase 2b Route Maps

Appendix B: Leicestershire County Council consultation response to the East Midlands Rail Franchise

Appendix C: Extract from 10 February 2017 Cabinet report – paragraph 36

Relevant Impact Assessments

Equality and Human Rights Implications

60. The proposals contained in the L& LRS are aimed at facilitating strategic growth to meet the social and economic needs of the residents of Leicester and Leicestershire.
61. No detailed assessment has been done at this early stage, but as and when any rail schemes are taken forward the County Council will seek to work with rail industry bodies and HS2 Ltd (and any other relevant bodies) to ensure that any necessary Equality and Human Rights Impact Assessments are completed.

Environmental Impact

62. None arising from this report. As and when any rail schemes are taken forward the County Council will seek to work with Network Rail, HS2 Ltd (and any other relevant bodies) to ensure that any necessary Environmental Impact Assessments are completed.