

BOROUGH OF KETTERING

Committee	EXECUTIVE	Item 6	Page 1
Report Originator	Martin Hammond Deputy Chief Executive	<i>Fwd Plan Ref No:</i> A14/001	
Wards Affected	All	11 th June 2014.	
Title	TASK AND FINISH GROUP REPORT ON HS2 <i>(Referred from the Research and Development Committee)</i>		

Portfolio Holder: Councillor Christopher Lamb

1. PURPOSE OF REPORT

To seek the Executive's endorsement of a lobbying position in respect of future rail services, as discussed and recommended by the Research and Development Committee.

2. INFORMATION

- 2.1 At its meeting on 22nd April 2014, the Research and Development Committee agreed a report from its Task and Finish Group looking at the risk and opportunities that HS2 posed for rail services and therefore economic development of the Borough. They asked for it to be submitted to the Executive so that the conclusions from the task and finish scrutiny could be embedded in the Council's policy framework, and so that its conclusions could inform future lobbying activity.
- 2.2. The report of the Task and Finish Group is attached. It was not amended by Research and Development Committee.
- 2.3. The Task and Finish Group was set up to look at how best to manage the impact of HS2 should it be extended to include routes north and north east of Birmingham, and therefore cities at the end of the existing Midland Mainline (MML). As decisions on rail are often taken many years in advance of a change happening, it was felt necessary to understand the likely impacts of HS2 on rail services to and from Kettering, in order to try and influence them before decisions were made at a national level. Whilst any delivery of HS2 phase two is many years into the future, strategic decisions about route utilisation are being formulated now. It was not the group's brief to look at whether HS2 was a good or bad thing either from an economic, financial or environmental perspective.
- 2.4. The attached report and its conclusions speak for themselves. Essentially, the group concluded that the opportunity existed to improve rail services north and south from Kettering by making best use of the additional capacity that HS2 would create within Midland Mainline. A key element would be lobbying for:-

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- a rail/interchange connection between Midland Mainline and the proposed HS2 node at Toton in Nottinghamshire, with electrification of MML to that point
- New track and line speed increase as part of the Electric Spine Development Programme
- Infrastructure alterations and/or operational control measures at Kettering that will accommodate longer and faster trains
- Ensuring that enhancements at Corby rail station do not accidentally adversely affect routes north from Kettering

2.5. It was agreed that such a position should inform the SEMLEP and NEP strategies and policies, and that the Council and its LEPs should work with East Midlands Councils and the County Council in jointly lobbying for these aspirations.

2.6. An announcement on the intention to electrify MML up to Toton was made in April.

3. CONSULTATION AND CUSTOMER IMPACT

3.1. The Task and Finish Group took evidence from the County Council, both LEP's, East Midlands Trains, LANRAC and East Midlands Councils in preparing its report.

4. FINANCIAL RESOURCE/HR AND LEGAL IMPLICATIONS

4.1. None

5. RECOMMENDATION

That the report of the Research and Development Committee is endorsed and its conclusions inform the Council's future lobbying strategy, as relevant.

Background Papers:

Title of Document:

Date:

Contact Officer:

Previous Reports/Minutes:

Ref:

Date: