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Our Reference :
Your Reference : EMRRC-DHAYDEN1
Date : 9 October 2017



East Midlands Consultation Co-ordinator
Department for Transport
2/21 Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Sir/Madam

East Midlands Franchise Consultation Response

Thank you for inviting input into the franchise specification, attached to this letter are the answers to the specific questions raised in the consultation document, on behalf of Rushcliffe Borough Council.

The Borough Council has worked closely with other local authorities, through East Midlands Councils (EMC), to ensure that we have a united view on what we wish to see included in the new franchise and provided by any new operator.

The Borough Council fully endorses this report although there are a few points where we wish to add particular emphasis.

In framing our response, we have identified two areas of particular interest to Rushcliffe:

- **Services to local commuter stations (Nottingham to Grantham Poacher Line)**
- **Midland Mainline (Nottingham to London in Ninety minutes)**

Services to commute from local stations into Nottingham

The Borough Councils primary requirement remains to see improvement to the Nottingham to Grantham Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In Partnership with Mott MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop a Strategic Outline Business Case the contents of the business case are clear and ambitions.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, city and villages in a sustainable way making best use of existing assets.

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The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing work with our partners to deliver projects that meet the needs of business and the wider community.

To build on our success it is imperative that the Do Something Options 2 or 3 contained on page 2 of the Executive summary contained within the appendix of this response are included in the East Midlands rail franchise.

Midland Mainline - Nottingham in Ninety

The need for journey times from Nottingham to London to be reduced to 90 minutes or less. The economic benefits of fast, efficient, frequent and comfortable rail travel between Nottingham and the capital are well established, and connections along the Midland Main Line are critical to Nottingham's continued economic success.

The programme of line-speed improvements currently under way, including the re-alignment at Market Harborough, will mean that Nottingham in Ninety is achievable within the timeframe of the new franchise. This is despite the cancellation of electrification of the line north from Bedford to Nottingham, Derby and Sheffield.

We are aware that Nottingham in Ninety may require fewer stopping points along the southern part of the route (Bedford, Kettering, Wellingborough, Luton, and Luton Airport). We are also aware of competing proposals by the Thameslink franchise operator to increase the number and frequency of commuter trains running between London, Bedford and Corby. Thameslink's aspiration is to achieve 24 trains per hour running through the centre of London ("Twenty Four through the Core") and north from St. Pancras these will be running on the same tracks as the Midland Mail line services but potentially at slower speeds. The Thameslink trains are capable of 100 mph but the Midland-bound services currently operate up to 125 mph on the fast lines. It is therefore critical that the services do not conflict and Nottingham in Ninety is still achieved.

We wish to see the early introduction of new rolling stock on this route, specifically bi-mode intercity express units capable of running under electrical power on those sections of the route already fitted with overhead wires and under diesel power for the remainder of the route. We note that the Secretary of State has twice stated that the next operator will be required to deliver these and that they are to be available from 2022. (written statement to parliament 20th July 2017, speech to Transport Times UK Rail Summit 13th September 2017).

We are however concerned that the overhead wires from London St. Pancras to Bedford are currently only capable of supporting electric trains running at 100 mph, meaning that even without the restrictions identified above the bi-modes may be limited to 100 mph. The existing wires must therefore be upgraded to maintain 125mph running as now. Similarly the bi-mode trains must also be capable of operating at 125 mph in diesel mode as they do now so as not to reduce journey time.

It remains the Borough Council's view however that the full programme of electrification of the Midland Mainline should be reinstated so that ultimately fully electric trains can service the entire route.

Yours sincerely,

Allen Graham



Chief Executive

Rushcliffe Borough Council

Simon Robinson



Leader

Rushcliffe Borough Council

Appendix 1: East Midlands Consultation Response

Appendix 2: Poacher Line Strategic Outline Business Case

Appendix 3: Poacher Line Strategic Outline Business Case letters of Support

Q1	How do you think closer co-operation between staff in Network Rail and the operator of the next East Midlands franchise can be achieved?
A1	<p>Your view:</p> <p>As the railway in the UK is split between those who provide and maintain the tracks and those who operate the services, it is important that these organisations work collaboratively to deliver services. It is also important that the different franchisees work collaboratively.</p> <p>This collaboration/co-operation is required to ensure that the franchise delivers continued performance improvement, with a passenger focused approach to service delivery and maintenance/enhancement works.</p> <p>Ultimately it is for the DfT, as procurer of these services, to determine how to/ensure that the most effective cooperation takes place but this may be achieved through co-location of these organisations; and a greater role for those with a responsibility for the local transport and economic strategies to ensure that decisions concerning balancing the needs to maintain/improve the infrastructure and operate services are made that support such strategies and retain a passenger focus as the highest priority.</p>
Q2	<p>How can the operator of the next East Midlands franchise engage with community rail partnerships or heritage railways to support the local economy to stimulate demand for rail services in the region?</p> <p>Within Nottinghamshire there is the Poacher Line CRP; and a recently formed North Notts and Lincs CRP; and these, as well as potential future CRPs should be encouraged and facilitated by the future East Midlands franchise operator, working in partnership with local authorities and the D2N2 Local Enterprise Partnership.</p> <p>DfT's National Community Rail Steering Group research suggests that CRPs can increase annual rail patronage by 2.8% (above the equivalent annual background rail growth) by promoting and marketing the rail offer. Station supporter/friend groups and CRPs can also help make the railways safer and more welcoming.</p>
Q3	<p>Do you think that the operator of the train service, stations and support services should take the following into consideration when they run the franchise:</p> <ul style="list-style-type: none"> • The environment? • Equality? • Communities in the areas they operate? <p>If so, how should they do this?</p>
A3	<p>The environment <input checked="" type="checkbox"/> Yes</p> <p>The Nottingham to Grantham Poacher line providing a service that neither</p>

caters for existing or new users means potential train commuters and other rail users are forced to use the already congested highway network – and particularly the A52 – which suffers from significant congestion on the approach to Nottingham and resulting air quality problems. As a result, commuters at present discount the option of train travel due to the less than desired quality of service available; the Poacher Line is not seen as available commuter line by the communities alongside the line seeking improved access to employment and opportunity.

The environmental impact of all the services and facilities delivered by the operator should be considered by the operator and they should be carried out in such a way that they:

- Improve air quality and reduce emissions (of carbon and all other particulates) through both its day to day business activities and by offering an attractive alternative to the car
- Minimise waste and pollution, including procurement, maintenance, operation and cleaning
- Improve the built environment especially at and around station environments

Where any operations would adversely impact the above they should be offset with appropriate and proportionate mitigating measures.

One of the most important potential impacts on the environment is the decision, without consultation, to abandon the procurement of electric rolling stock and electrification of the Midland Mainline which passes through a number of air quality management areas (AQMA), including those at Nottingham, London, Sheffield, Derby and Leicester, and close to the AQMA in Trowell. Government's own publication "Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities" states "Electric trains are zero-emission at the point of use, which makes them ideal for areas at risk of air quality problems". Government has missed the opportunity to show leadership through train specification to help tackle these air quality issues.

We believe the Government should take a direct lead to deliver a more sustainable, environmentally responsible rail offer, this includes requiring the bidders to propose means to minimise their own environmental impact, and for Government to specify an electrified rail fleet and deliver electrification of the Midland Mainline all the way from London to Nottingham, mirroring the approach to cars, where new diesel and petrol powered cars will cease to be allowed from 2040, we believe that for rail this policy should start now.

Equality Yes

More emphasis needs to be placed on the design standards for accessible railways stations. There should be a clear commitment to the code of practice by the department for Transport. We would wish to see significant

	<p>improvement to Bingham Railway and Radcliffe on Trent stations to improve accessibility for disabled passengers to the platforms.</p> <p>The operator should ensure that the jobs, services, information, ticketing (including costs), and all infrastructure within its operations/on its network are accessible and available to all users. The operator, when making decisions concerning the above, should demonstrate that they have shown due regard to:</p> <ul style="list-style-type: none"> ○ eliminate discrimination, harassment, victimisation ○ advance equality of opportunity between people who share a protected characteristic and those who do not ○ foster good relations between people who share a protected characteristic and those who do not. <p>Protected characteristics include age, disability, gender reassignment/identity, marriage and civil partnership, pregnancy and maternity, race/ethnicity, religion or belief, gender, and sexual orientation. Equality impact assessments should be undertaken when necessary to assess the potential impact that proposed decisions or changes to services could have on the community and those with protected characteristics; and to identify potential ways to reduce any impact that a decision/change in service could have.</p> <p>Communities in the areas they operate <input checked="" type="checkbox"/> Yes</p> <p>The winning bidder can make a real difference to communities and businesses by conducting business responsibly and in a way which engages with and supports its neighbours, communities and customers. For example, through:</p> <p><u>Employment opportunities</u></p> <p>Rail can support local businesses, connect to workforce and customers, share industry learning to other industry and engage with schools and colleges to promote the industry.</p> <p>Operators should be incentivised to engage with the business and education sectors across the regions within which they operate by setting targets for:</p> <ul style="list-style-type: none"> ○ working with local schools and colleges to promote a career in the rail industry and rail safety ○ apprentices and local employment – especially from backgrounds which find it harder to access the job market (e.g. people with disabilities, from deprived or disadvantaged backgrounds) ○ seeking to address diversity gaps through recruitment ○ local work placements and graduate trainee positions ○ ensuring that apprenticeships lead to permanent jobs and a career in the rail industry ○ paying the living wage as a minimum and not use zero-hour contracts
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	<p>If so, how should they do this?</p> <p>The railway should engage fully with local communities and seek to add value to them, rather than simply provide a train service for them. This is discussed in more detail above (Q2). The winning TOC should include taking responsibility for their customers and the impact of services on and communities who live adjacent to the railway, especially stations.</p> <p>We support the detail provided by East Midlands Councils in their consultation response to deliver the above.</p>
Q4	<p>Do you agree with our proposed approach, which could reduce journey times on long distance services and increase the likelihood of getting a seat?</p>
A4	<p><input checked="" type="checkbox"/> Yes</p> <p>In order to support the continued economic growth by increasing connectivity, for residents and businesses across the county and the East Midlands there needs to be investment during the franchise to:</p> <ul style="list-style-type: none"> ○ Enhance local services providing access for outlying communities into the key towns and East Midlands regional cities particularly the Nottingham to Grantham Poacher Line improve services between Nottinghamshire stations (including Nottingham) and the East Midlands regional cities of Derby, Leicester and Lincoln ○ improve intercity connectivity from Nottinghamshire to the major cities in the UK, especially London, Birmingham, Manchester and Liverpool, Leeds and Sheffield, Cambridge and Scotland, as well as to key air and sea ports <p>Enhanced local services by providing access for outlying communities into the key towns and Regional Hub cities of the East Midlands and with particular reference to the Nottingham to Grantham Poacher line the Strategic Outline Business Case (SOBC) produced on behalf of Nottinghamshire, Gedling and Rushcliffe Borough Council in which partners note that this section of the Poacher Line suffers from inadequate frequency of service and elongated journey times due to infrastructure issues, leading to economic and social disadvantage for the communities along the line. With planned growth in housing and employment, the need for a more frequent service is becoming ever more pressing.</p> <p>The infrequent level of service limits the ability of the Poacher Line communities to sustainably access jobs and opportunities in Nottingham and beyond. The poor level of service appears particularly unfavourable when compared to the better-connected Nottingham commuter belt to the west of the city.</p>

	<p>Midland Mainline intercity services are essential to support the economic vitality of the region, this is because it is important to connect businesses to their customers and core markets. Nottinghamshire depends on good (i.e. fast, efficient and comfortable) links to London and the south, but also the West Midlands, the north (including Yorkshire, Lancashire, and further afield), and the east (including Lincoln, Cambridge and Norwich).</p> <p>Faster journeys are essential to make the region economically efficient and competitive as well as ensure rail journeys are car competitive. In terms of journey times we would like to see the following achieved:</p> <ul style="list-style-type: none"> ○ Nottingham to London in 90mins ○ On limited stop services to the key economic centres of Birmingham, Cambridge, Leeds, Liverpool and Manchester we are looking to secure at least 60mph overall journey speed, meaning rolling stock must be able to travel at 90mph or faster for most of the journey. <p>The journey speed improvements should be secured by procuring/utilising rolling stock with improved performance and through infrastructure investment. The Borough Council does not wish to see the journey speed improvements achieved through the removal of existing stops due to the detrimental impact this will have on the communities affected with Radcliffe on Trent still feeling the impact of such decisions in the past, unless robust mitigation measures are planned and put in place. It is therefore assumed that existing calling patterns would be retained, although the spacing of some service calling patterns could be improved and made more regular.</p> <p>We feel that the franchisee is best placed to make the operational and commercial decisions regarding calling patterns, provided that when considering changes they:</p> <ul style="list-style-type: none"> ○ Survey passenger flows to inform decision making ○ Consider the impact of any change on all station pairings ○ Ensure that services are well timed for connections in both directions and convenient for travellers to interchange ○ Align their proposals to Network Rail's improvement plans, so that this investment benefit is fully unlocked ○ Demonstrate that the service has adequate capacity to accommodate predicted and future passenger numbers ○ That mitigation is put in place for disadvantaged passengers, and that services they are displaced onto similarly has adequate capacity, especially important are time sensitive education trips, and
Q5	What are your suggestions about how to mitigate the potential loss of some direct services between Oakham, Melton Mowbray and London?
A5	No Comment
Q6	What are the particular services, routes and times of day when

	you think additional space for passengers are most needed?
A6	<p>Ensuring the network has sufficient capacity to address both the existing problems of over-crowding and be able to accommodate the anticipated growth of each town/City throughout the life of the franchise is a primary strategic objective as failure to deliver the required capacity will harmfully hold back economic growth.</p> <p>Existing problems</p> <ul style="list-style-type: none"> ○ Nottingham to Skegness (direct services and via Grantham) – all school holiday periods (including bank holidays), particularly Mondays, Fridays and Saturdays, peak demands are driven by holiday accommodation change over. Currently buses are used to increase capacity, <u>as a solution this is less than ideal</u>, but is clearly better than leaving large numbers of passengers behind. Very large quantities of luggage add to capacity issue <p>Solutions to existing problems To address the capacity issues above we would like to see the following service enhancements as a minimum to address current overcrowding:</p> <ul style="list-style-type: none"> ○ A new Nottingham to Grantham stopping service to provide at least peak hour stops at all stations and throughout the day too. This would help free up capacity on the overcrowded existing services, which could be accelerated to become semi-fast limited stop trains ○ Longer trains. <p>Future capacity issues As well as addressing existing overcrowding issues the future needs should be planned for now, especially when purchasing new trains. With the growth potential across the network work by EMC shows many services will encounter overcrowding. Therefore the franchise specification needs to model the anticipated growth by line of route. EMC have provided the Department with details of employment and housing growth sites local to stations, along with station/station access and public realm improvements which will make travel by rail easier and more attractive.</p> <p>In encouraging bidders to develop solutions to carry more passengers we ask the Department for Transport to consider the suitability and impact of any changes on different types of rail users, especially commuters, business travellers, family groups, leisure/retail users, people with limitations (disabilities) and those travelling with luggage such as to airports or on holiday.</p>
Q7	<p>Which on-board facilities in order of preference (these are listed in the response form), are most important to you:</p> <ul style="list-style-type: none"> ● On short distance journeys (up to 60 minutes) ● On long distance journeys (over 60 minutes)

<p>A7</p>	<p>There are essentially three areas where there can be improvements in train interiors to meet passenger needs on crowded trains:</p> <ol style="list-style-type: none"> 1. Flexible seating to allow greater carriage of luggage on London, coastal and airport services, and for pushchair and luggage storage on peak trains to the east coast; 2. Flexible space design so that when wheelchairs or cycles or luggage is not being carried the space can be used for seating, typically on commuter services; and, 3. To value peoples time whilst on board the train. <p>Research undertaken by East Midlands Councils shows that:</p> <p>Top 3 On train facilities</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Under 45 mins trip</th> <th colspan="3">Over 45 mins trip</th> </tr> <tr> <th></th> <th>workshop</th> <th>disabled</th> <th>business</th> <th>workshop</th> <th>disabled</th> <th>business</th> </tr> </thead> <tbody> <tr> <td>1 (most important)</td> <td>Audio Info</td> <td>Toilets</td> <td>Toilets</td> <td>Toilets</td> <td>Toilets</td> <td>Audio Info</td> </tr> <tr> <td>2</td> <td>Visual next stop</td> <td>Audio Info</td> <td>Audio Info</td> <td>Audio Info</td> <td>Luggage space</td> <td>Toilets</td> </tr> <tr> <td>3</td> <td>Pushchair/ wheelchair space</td> <td>Pushchair/ wheelchair space</td> <td>Luggage space</td> <td>Luggage space</td> <td>Audio Info</td> <td>= Luggage space / Wi-Fi</td> </tr> </tbody> </table> <p>Least important on train facilities (bottom 3)</p> <table border="1"> <thead> <tr> <th></th> <th colspan="3">Under 45 mins trip</th> <th colspan="3">Over 45 mins trip</th> </tr> <tr> <th></th> <th>workshop</th> <th>disabled</th> <th>business</th> <th>workshop</th> <th>disabled</th> <th>business</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>Tables</td> <td>Baby change</td> <td rowspan="2">= First Class/ Catering</td> <td>USB charging</td> <td>Seat trays</td> <td>Tables</td> </tr> <tr> <td>2</td> <td>Catering</td> <td>Catering</td> <td>Seat trays</td> <td>USB charging</td> <td>Cycle storage</td> </tr> <tr> <td>1 (least important)</td> <td>First class</td> <td>First class</td> <td>Seat trays</td> <td>First class</td> <td>First class</td> <td>First class</td> </tr> </tbody> </table>		Under 45 mins trip			Over 45 mins trip				workshop	disabled	business	workshop	disabled	business	1 (most important)	Audio Info	Toilets	Toilets	Toilets	Toilets	Audio Info	2	Visual next stop	Audio Info	Audio Info	Audio Info	Luggage space	Toilets	3	Pushchair/ wheelchair space	Pushchair/ wheelchair space	Luggage space	Luggage space	Audio Info	= Luggage space / Wi-Fi		Under 45 mins trip			Over 45 mins trip				workshop	disabled	business	workshop	disabled	business	3	Tables	Baby change	= First Class/ Catering	USB charging	Seat trays	Tables	2	Catering	Catering	Seat trays	USB charging	Cycle storage	1 (least important)	First class	First class	Seat trays	First class	First class	First class
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<p>Q8</p>	<p>Which other on-board facilities should be:</p> <ul style="list-style-type: none"> • Introduced? • Improved? 																																																																					
<p>A8</p>	<p>Prior to procuring new rolling stock, luggage storage solutions need to be explored to provide secure luggage/pushchair/cycle space for users. Overhead luggage facilities need to be able to accommodate cabin-sized luggage accepted on all popular airlines as a minimum (and potentially larger bags) as is already the case on mainland European rail services.</p> <p>In the procurement of new trains it is worth noting that issues about speeding up boarding and wheelchair access through the use of on-board seat availability information and wider doors should also be considered.</p> <p>With new intercity rolling stock not expected until 2022, it is essential that a refurbishment programme is put in place to upgrade the existing high speed</p>																																																																					

	<p>train fleet.</p> <p>To encourage more sustainable travel the provision of transporting more than two pre booked bicycles per train should increase to at least 4 bicycles per train.</p>
Q9	How could your local train services be changed to better meet your current and future needs? (a number of options are listed in the response form)
A9	<p>In relation to the Nottingham to Grantham Poacher Line four key objectives have been set for the development of options for consideration in the Strategic Outline Business Case (SOBC):</p> <p>Objective 1: Support the growth, development and vitality of communities along the Poacher Line;</p> <p>Objective 2: Support the regeneration of Netherfield;</p> <p>Objective 3: Enable commuters and leisure travellers to choose rail travel over car travel;</p> <p>Objective 4: Make the case for the efficient, cost-effective and practicable delivery of a preferred option for this section of the Poacher Line.</p> <p>The transport and socio-economic issues and opportunities for each of the stations along the Poacher line are considered in the SOBC, and the constraints to change identified. Principle amongst these are the single-track section of track on the approach to Grantham (limiting additional train movements to one in and one out of Grantham per hour), and the need to ensure the proposals are financially and commercially viable for the operator and the Department for Transport.</p> <p>Economic analysis and rail modelling were conducted to develop preferred options for improving the service and facilities on the Poacher Line, to cater for current rail use, latent rail use, and future rail use resulting from the significant housing and employment growth expected in the study area.</p> <p>Preferred Options</p> <p>The analysis and context provided in the Strategic Case, combined with analysis in the Economic and Financial Cases in particular, presents a case for improvements to the Poacher Line between Nottingham and Grantham.</p> <p>It is suggested that 'Do Something 2' or 'Do Something 3', shown in the table below, are taken forward for consideration.</p> <p>We are also looking to secure local services across the region which offer reduced journey times and increased service frequencies that connect communities into the four Hub City centres of Derby, Leicester, Lincoln and Nottingham allowing onward travel to other areas through interchange at these and other key stations.</p>

Q10	What additional services would you wish to see provided in the next franchise?																				
A10	<p>Your view:</p> <p>To increase capacity, strengthened trains, or better additional hourly peak-hour services in each direction should be provided between:</p> <ul style="list-style-type: none"> o Nottingham to Grantham stopping service to provide peak hour stops at all stations, to support this request the Poacher Line Strategic Outline Business case set out below two options Do Something 2 and Do Something 3 which identifies the preferred options for this line <table border="1" data-bbox="296 689 1388 1126"> <thead> <tr> <th>Option</th> <th>Peak Service</th> <th>Off-Peak Service</th> <th>Sunday Service</th> <th>Park & Ride</th> </tr> </thead> <tbody> <tr> <td>Do Minimum (current scenario)</td> <td>Hourly at all stations barring Elton & Orston</td> <td>Hourly at Bingham 1 every 2/3 hours at Aslockton, Bottesford, & Radcliffe on Trent No service at Netherfield</td> <td>Bingham only (5 trains per day in each direction)</td> <td>Aslockton: 11 Bingham: 6 Bottesford: 13 Others: 0</td> </tr> <tr> <td>Do Something 2 (DS2)</td> <td>As per DS1 but half hourly peak service from Radcliffe on Trent, Bingham, Aslockton, and Bottesford</td> <td>1 per hour, except Netherfield (every 2/3 hours)</td> <td>Minimum, e.g. single Derby-Grantham service every 3 hours</td> <td>Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent: 30</td> </tr> <tr> <td>Do Something 3 (DS3)</td> <td>As per DS2 but retimes Nottingham-Skegness to provide even interval</td> <td>As per DS2 but retimes Nottingham-Skegness to provide even interval</td> <td>Minimum, e.g. single Derby-Grantham service every 3 hours</td> <td>Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent: 30</td> </tr> </tbody> </table> <ul style="list-style-type: none"> o To increase capacity, there is a need for additional vehicles on some services to/from Skegness during the summer and at bank holidays to support the tourism based economy of the Lincolnshire Coast. 	Option	Peak Service	Off-Peak Service	Sunday Service	Park & Ride	Do Minimum (current scenario)	Hourly at all stations barring Elton & Orston	Hourly at Bingham 1 every 2/3 hours at Aslockton, Bottesford, & Radcliffe on Trent No service at Netherfield	Bingham only (5 trains per day in each direction)	Aslockton: 11 Bingham: 6 Bottesford: 13 Others: 0	Do Something 2 (DS2)	As per DS1 but half hourly peak service from Radcliffe on Trent, Bingham, Aslockton, and Bottesford	1 per hour, except Netherfield (every 2/3 hours)	Minimum, e.g. single Derby-Grantham service every 3 hours	Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent: 30	Do Something 3 (DS3)	As per DS2 but retimes Nottingham-Skegness to provide even interval	As per DS2 but retimes Nottingham-Skegness to provide even interval	Minimum, e.g. single Derby-Grantham service every 3 hours	Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent: 30
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Q11	Do you support the proposal to reopen the line between Shirebrook and Ollerton to passenger trains? If so, what sources of investment could be identified to fund this proposal?																				
A11	No Comment																				
Q12	Do you think that the current number of services on the Midland Main Line to and from Luton Airport Parkway is adequate?																				
A12	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Access to international markets for people and goods is important to Nottinghamshire businesses. Research undertaken by East Midlands Chamber (Derbyshire, Nottinghamshire, Leicestershire), however, suggests that businesses in the region mostly use East Midlands airport, followed by Birmingham airport, and Luton airport is only the 7th most important airport. The story is similar for freight.</p>																				

	<p>Given the relative lower importance of Luton airport to businesses in the East Midlands, when compared to other airports, additional stops at Luton Airport Parkway station by services to/from London is in conflict with the Borough Council and regional aspiration to improve journey speed to London from Nottingham.</p> <p>Faster trips to London is expected to have a greater impact on economic growth across the county and the East Midlands and as such Rushcliffe Borough Council does not support the airport's aspirations which if implemented would either extend journey times or result in a reduced calling pattern to offset the new call at the airport. The need for faster journey times from Nottingham to London is especially important in the medium term, mindful that the West Midlands will secure an economic advantage by being connected to HS2 before the East Midlands.</p> <p>Luton airport is well served by services from London, although would benefit from more frequent and faster journey times from London and the proposed 1.4 mile rail shuttle service which the local council is proposing will improve connectivity between Luton Airport Parkway station and the airport terminal building.</p> <p>The London to airport improvement is best delivered through the Thameslink franchise and the plans that Thameslink are currently developing, the council promoted rail shuttle service, rather than through increased stops on Midland Mainline services. The criticality of a 15 minute journey time saving to the airport needs to be put in the context of the requirement to then transfer between the station and the airport, plus the check-in time, these trips are much less time sensitive than business trips between the East Midlands region and London.</p>
Q13	<p>Would you like additional fast trains from London each hour to call at Luton Airport Parkway if this meant that, as a trade-off:</p> <ul style="list-style-type: none"> • Some services are withdrawn from other stations, such as Luton? • Journey times to other stations may increase? • Freight capacity and/or frequency is reduced?
A13	<p><input checked="" type="checkbox"/> No</p> <p>The Borough Council does not support additional longer distance services, between London and Nottingham or Sheffield, stopping at Luton Airport Parkway station. Instead an enhanced, faster and suitably branded Thameslink service is seen as the better solution to meet the needs of the airport to serve the London market or utilising commuter services to Corby, provided this can be accommodated in the timetable without detriment.</p>
Q14	<p>How could the train service be better at meeting the needs of passengers travelling to and from airports within the East Midlands Franchise</p>
A14	<p>To improve access to Birmingham and East Midlands airport, regular and</p>

	<p>evenly spaced services are needed at East Midlands Airport Parkway station and improved rail access between the Parkway station, Birmingham, the Hub cities of Derby, Leicester, Lincoln and Nottingham.</p> <p>The improvement of services at East Midlands Airport will also attract £2.5m of private sector funding, offered by the airport.</p>
Q15	What ideas do you have for improving the current service on the Liverpool – Norwich route?
A15	<p>Passengers travelling east from Nottingham currently have to change at Ely for connections to Cambridge and Stansted Airport. Cambridge is rapidly growing in importance as a centre for high technology and a direct rail link would be of benefit to Nottingham. A direct rail link to Stansted Airport would also be of benefit. A link could be achieved by alternating trains either going on to Norwich or via Cambridge to Stansted Airport.</p> <p>In order to realise the maximum benefits for Nottingham, we seek commitment by the franchisee to:</p> <ul style="list-style-type: none"> • Continue to operate this service as East Midlands Trains • Operate the service without splitting at Nottingham • Improve journey times between Nottingham and Sheffield, currently an average of 55 minutes for a journey of approximately 47 miles. • Improve overall journey times along the whole route • Introduce new rolling stock to support increased capacity and reduced journey times • If the route is to be split consider overlapping Norwich to Sheffield service overlaid with a direct Liverpool to Cambridge/Stanstead service. <p>We believe that retaining the through service is the preferred option for Nottingham, and that therefore the Liverpool to Norwich service should be retained as a single service within the East Midlands franchise.</p> <p>Making passengers change at Nottingham between trains run by different operators is seen as a major deterrent for passengers. We are also concerned that a Liverpool – Nottingham service would be a fringe service for the TPE franchise. An East Midlands based franchise responsible for delivering a 2tph service between the North West, the East Midlands and East</p> <p>Anglia is likely to focus far more on its delivery.</p>
Q16	Would you support changing the destinations served by the existing Birmingham – Stansted Airport service, such as serving Norwich instead of Stansted Airport?
A16	Support <input checked="" type="checkbox"/>

	<p>In order to provide strong economic links between Nottinghamshire and Cambridge, as well as the international gateway via the airport, the Borough Council support the proposal to vary the current service to Norwich to call at Cambridge and Stansted delivered by splitting the Liverpool – Norwich service at Ely, rather than replacing it by a diverted Birmingham to Stansted service.</p> <p>Any changes to the services should be designed with conveniently timed interchange at Ely. It is our understanding that the improvements being planned for Ely North Junction would provide service resilience to this and other existing services as well as facilitate the enhanced services being sought by the East Anglia regional partners.</p>
Q17	<p>Are you in favour of these route changes?</p> <ul style="list-style-type: none"> • Liverpool – Norwich • Birmingham – Nottingham • Birmingham – Leicester/Stanstead
A17	<p>Liverpool – Norwich: Part transfer to TransPennine Express <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Birmingham – Nottingham: Transfer of local service from the Cross Country franchise <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Liverpool to Norwich See the answer to Q15 above.</p> <p>Birmingham to Nottingham The role of the services on these lines need to fit in with the regional (semi-fast) and local (commuter) services set out in EMC's Strategic Statement.</p> <p>Although this route is currently not part of the East Midlands franchise rail services to and through Birmingham are extremely important for Nottinghamshire business and leisure travellers. New Street Station, as well as being the principal gateway to Birmingham from Nottingham also offers critical interchange opportunities for onward services, in particular to the South West and to Birmingham International (for the airport and NEC). This route, connecting the largest urban areas in the east and west Midlands, is therefore extremely important and should be maintained and enhanced to ensure the continued economic prosperity of the connected regions.</p> <p>The current rail service between Nottingham and Birmingham is slow and we would like to see journey times between Birmingham and Nottingham reduced to at least 60 minutes, to allow it to be competitive with the same car journey. Services are also frequently over-crowded at peak times, with passengers having to stand for at least 15 to 20 minutes on a number of sections of the Birmingham to Nottingham route on pm peak services.</p> <p>We believe that this route should be brought within the East Midlands franchise and this route treated as an intercity route between two core cities rather than a slow regional route; with the introduction of new rolling stock</p>

	<p>with significantly increased capacity and reduced journey times.</p> <p>If the above arrangement is accepted, a further reason for the Nottingham to Birmingham regional service transferring to the EM franchise from Cross-Country is that this would facilitate the restoration of through trains between Lincoln and Birmingham, by providing the option to coordinate the timetable or potentially even convert the two services into a single through service.</p>
Q18	Would you like to see any other routes transferred to or from the East Midlands franchise? If so, which routes?
A18	No Comment
Q19	Do you support increasing the frequency of train services in Lincolnshire despite the impact this may have on level crossing users?
A19	No Comment
Q20	How can we improve all aspects of your door-to-door journey experience?
A20	<p>To improve the door-to-door journey, stations need to be easy to access by all modes of travel, well communicated and safe.</p> <p>Rail stations needs to be accessible by all modes of transport, how this is done depends on the station location and scale of use, it is recommended that the operator develops 'station travel plans' where necessary in partnership with the local highway/transport authority that has responsibility for the local road and bus network.</p> <p>Key to this is providing better integration between the rail station/train services and all other modes of transport:</p> <ul style="list-style-type: none"> ○ Bus/tram – up to 25% of rail users access the station by bus (or tram). Bus and tram options need to be well signposted in the stations, describing which bus to catch, where to catch it, and the hours/days of operation. Where a rail station is not visible from the nearest bus/tram stop then the rail station needs to be sign-posted too. Multi-modal ticketing on a standard ticket platform is key to improving the door-to-door experience; and delivering seamless journeys ○ Cycling and walking – well lit, safe, sign-posted walking and cycle routes should be provided wherever possible (including within station grounds), with adequate cycle parking provided in a secure environment, ideally staffed, but at the very least over looked by staff at the larger stations, and covered by CCTV at all stations. Cycle hire schemes at train station could also be considered where there is a business case for such schemes (and where private scheme operators are prepared to fund such schemes). Adequate cycle facilities also need to be provided on trains to enable cyclists to

complete their 'door to door' journey by bicycle

- **Car parking** - needs to be managed to promote its use for rail users, but the pricing of car parking (if any) needs to be no higher than nearby town or city centre parking. Car parks should be safe and secure, this can be achieved by installing CCTV and through good maintenance. Car parking provision should also ensure that parking does not negatively impact on local communities

Information and ticketing to and from the station need to be readily available and current, meaning it is available in real-time and across all public transport modes and stages of a journey.

Q21 What more could be done to improve access to, and provide facilities at stations, including for those with disabilities or additional needs?

A21 Our rail network should be accessible for all people regardless of disability. The needs of people living with disabilities needs consideration both in accessing the rail network and also travelling on the rail network. The following tables compare differing customer needs at stations against those of people with disabilities.

Top 3 most important facilities at stations

	workshop	disabled	business
1 (most important)	Real-time display	Easy access	Staff
2	= Lighting/ Toilets inc wheelchair space	Full departure boards	Lighting
3		Real-time display	Arrival audio

Bottom 3 least important facilities at stations

	workshop	disabled	business
3	Wi-Fi	Refreshments/retail	Refreshments/retail
2	Ticket barriers/gates	Ticket barriers/gates	Cycle parking
1 (least important)	Cycle rental	Cycle rental	Cycle rental

On train the needs differ as follows:

Top 3 most important facilities on train

	Under 45 mins trip			Over 45 mins trip		
	workshop	disabled	business	workshop	disabled	business
1 (most important)	Audio Info	Toilets	Toilets	Toilets	Toilets	Audio Info
2	Visual next stop	Audio Info	Audio Info	Audio Info	Luggage space	Toilets
3	Pushchair/wheelchair space	Pushchair/wheelchair space	Luggage space	Luggage space	Audio Info	= Luggage space / Wi-Fi

Bottom 3 least important facilities on train						
	Under 45 mins trip			Over 45 mins trip		
	workshop	disabled	business	workshop	disabled	business
3	Tables	Baby change	= First Class/ Catering	USB charging	Seat trays	Tables
2	Catering	Catering		Seat trays	USB charging	Cycle storage
1 (least important)	First class	First class	Seat trays	First class	First class	First class

To overcome existing deficiencies at station and address the issues raised the DfT needs to ensure that the franchise has appropriate financial provision.

Q22	How could the next franchisee operator make better use of stations for community and commercial purposes?
A22	<p>We believe that there is an important job to bring disused/underused station buildings and adjoining land back into life. This should be done in conjunction with the local community, ideally involve Station Adopters (or similar) and Community Rail Partnerships in areas where they exist or are emerging. Uses should:</p> <ul style="list-style-type: none"> • Add value to the rail user and local community • Provide a support resource to the local community • Create jobs and employment • Reduce the fear of crime and anti-social behavior around quiet stations
Q23	What could be done to improve the way tickets are sold and provided?
A23	<p>Smart Ticketing should be made available allowing multi-modal travel on a pay-go or capped basis, with customers having an account which allows them to purchase discounted advanced tickets.</p> <p>Tickets need to be universally read by ticket machines which recognise all retailed ticket types.</p>
Q24	What changes to the fares structure would be of benefit to you?
A24	<p>Your view:</p> <p>We are looking to see Smart ticketing with pay-go and capped fares introduced, available across all modes involved in travel to/from the station as well as rail travel and delivered alongside Midlands Connect.</p> <p>To help people access jobs and training we wish to see:</p> <ul style="list-style-type: none"> • new ticket options for passengers who travel fewer than five days a week are sought; and,

	<ul style="list-style-type: none"> discounted ticket options offered for those in training, apprentices or those attending job interviews. <p>The purchasing of tickets must be easy for customers and where refunds are payable, due to cancellation or delays, these should be repaid automatically into the customers account.</p>
Q25	What additional information would be useful to you when planning or making your journey, such as seat availability, journey times and connections? How would you like it to be communicated to you?
A25	<p>Your view:</p> <p>Targeted, and ideally personalised, information should be issued through the full range of channels including giving consideration to the needs of those people living with disabilities. Ideally the provision of information should be customised to individual's own preferences, where they have expressed a choice about how they would refer to be communicated with.</p> <p>This information could include:</p> <ul style="list-style-type: none"> Seat allocation at carriages where they fit on a platform. The likely chance of getting a seat, to guide people who have a choice when they travel on trains where seating is available. Punctuality and reliability by service. Digital town centre signage for next train and directions to the station
Q26	How could staff can be more effective in providing the service and assistance that passengers need on a modern railway network?
A26	Customers value staff for many reasons, they are especially important for people with disabilities and at times of disruption and service problems. In these examples it is essential that staff are not just there but are visible and empowered to address passenger issues.
Q27	How would you prefer the next operator to engage with: <ul style="list-style-type: none"> You as an individual Your organisation (if applicable)?
A27	<p>We expect passengers to be able to receive personalised information based on their travel and information needs and through the communications media of their choosing.</p> <p>Stakeholders should be positively engaged with, with East Midland Council having a meaningful role in the on-going franchise management. Other stakeholders should then be engaged by the train operator directly or via East Midland Council.</p>
Q28	What would make you feel safer and more secure on your journey in relation to: <ul style="list-style-type: none"> Trains? Routes? Stations? Other?
A28	Perception of safety and reducing crime and fear of crime are very

	<p>important. In particular the design of new/refurbished trains needs to reduce the risk to passenger luggage crime.</p> <p>At stations there are a number of stations where CCTV and other safety measures (like Help points) would assist. A fund is needed to address these shortfalls.</p> <p>A station investment programme needs to be put in place and adequately funded through the franchise to achieve the station standards described above. This is important to improve safety and the attractiveness of rail, measures such as CCTV (covering platforms, access routes and car/cycle parking areas) with appropriate investment such as a bridge/lift, to maintain station accessibility, will help improve safety, as will the reopening of disused station buildings by community groups.</p> <p>On routes to stations, well-designed safe walking and/or cycling facilities will help people feel safer when making journeys on foot or by cycle. On train, more thought needs to be given to the design and location of luggage storage to prevent theft (and/or concerns about theft), and the design needs to contain a degree of natural surveillance.</p>
Q29	How do you think more investment might be put into the railways to match money already coming from government through Network Rail?
A29	<p>Over the years there has been considerable funding which has gone into the East Midlands Franchise, funding service improvements, station enhancements, car park provision/improvements, access improvements to stations by bus, foot, cycle, car etc.</p> <p>As well as historic investment in rail, there are a number of regional public and private sector funding options, from East Midlands Airport to the usual and occasionally used public sector options.</p> <p>On the other side it is very disappointing that Government has chosen to withdraw significant investment in the Midland Mainline in choosing not to proceed with electrification.</p>
Q30	Are there any other areas that you think it is important for us to consider that have not already been discussed in this consultation?
A30	<p>The following important considerations need addressing in the franchise specification:</p> <ul style="list-style-type: none"> • The need to protect jobs in the region and the importance of encouraging the franchise winner to buy-local. • Branding – we are looking to see a long term franchise brand, which reflects the region and its identity, it can include sub-brands for London, regional and local services. • A Station Investment fund of £4.2m is needed plus a further £21.2m to achieve step-free access without crossing the tracks.

Midland Mainline Electrification

Rushcliffe Borough Council is disappointed by the Government's decision to cancel the electrification of the Midland Main Line (MML), less than two years after the frequently delayed scheme was given the go-ahead. Decisions on investments like electrification should be taken in consultation with affected authorities and not simply led from London. The Council believes that the DfT is being short-sighted, as the proposed replacement bimode trains – designed to run on both existing lines and electric lines – are untested on such services, represent a poor replacement and are not as environmentally friendly. Furthermore, the Council believes that the

Government's decision to cancel electrification of the MML, whilst continuing to fund the £30 billion Cross Rail 2 project in London, is unfair to the East Midlands and will limit our ability to capitalise on the investment opportunities linked to HS2. The Borough Council will support Nottinghamshire County council writing to the Secretary of State for Transport asking him to recognise the importance of electrification of the MML to the Nottinghamshire economy and reconsider this decision as a matter of urgency; and will be seeking a meeting with the Secretary of State with the aim of delivering the electrification of the MML.

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Gedling Borough Council,
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Council

Poacher Line Strategic Outline Business Case

Appendix 2

23 May 2017

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
-	01 June 2017	KJC	CH	CH	Executive Summary only

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Executive Summary

This Strategic Outline Business Case (SOBC) presents a case for service and infrastructure improvements to the Poacher Line, a rail branch line that runs eastwards from Nottingham to Grantham, through the counties of Nottinghamshire, Leicestershire, and Lincolnshire.

Local Authority partners note that this section of the Poacher Line suffers from inadequate frequency of service and elongated journey times due to infrastructure issues, leading to economic and social disadvantage for the communities along the line. With planned growth in housing and employment, the need for a more frequent service is becoming ever more pressing. The infrequent level of service limits the ability of the Poacher Line communities to sustainably access jobs and opportunities in Nottingham and beyond. The poor level of service appears particularly unfavourable when compared to the better-connected Nottingham commuter belt to the west of the city.

Providing a service that neither caters for existing or new users means potential train commuters and other rail users are forced to use the already congested highway network – and particularly the A52 – which suffers from significant congestion on the approach to Nottingham and resulting air quality problems. As a result, commuters at present discount the option of train travel due to the less than desired quality of service available; the Poacher Line is not seen as a viable commuter line by the communities alongside the line seeking improved access to employment and opportunity.

Key Concerns: Poacher Line Service and Infrastructure Improvements

- Upgrades to the Poacher Line can help the Local Enterprise Partnerships (LEPs), the three Counties, the Districts and communities to achieve their goals of enabling all communities to sustainably access economic prosperity. It will help local economies to grow and thrive.
- The aims of Midlands Connect and HS2, and the East Midlands Trains Re-Franchise, require good local rail connections; the Poacher Line is currently unable to assist in meeting this aim.
- Improvements to the level of service along the Poacher Line can unlock regeneration, provide for sustainable development, and provide access to jobs and opportunities for its commuters.
- Improvements to the facilities at the stations, particularly additional car parking, can ensure that all current and future residents are able to sustainably access an improved service.
- A more attractive and viable rail service will help to ensure planned developments are sustainable, accessible, and that the new and existing residents will consider rail as a mode of travel to work, leisure, and other activities.
- Enhancements to the Poacher Line from Grantham into Nottingham will ensure equity in the quality and utility of service for local communities comparable to lines entering Nottingham from the north and west.
- Accessibility and P&R facilities are key concerns for stakeholders, the latter of which could lever greater demand for the rail service.
- The A52 suffers considerable congestion near Nottingham, and rail is competitive compared to road travel, particularly in the AM peak.
- Parts of Netherfield do exhibit high levels of deprivation and social need which public transport investments could help address if targeted effectively.

Given the above, four key objectives have been set for the development of options for consideration in this SOBC:

- Objective 1:** Support the growth, development and vitality of communities along the Poacher Line;
- Objective 2:** Support the regeneration of Netherfield;
- Objective 3:** Enable commuters and leisure travellers to choose rail travel over car travel;
- Objective 4:** Make the case for the efficient, cost-effective and practicable delivery of a preferred option for this section of the Poacher Line.

The transport and socio-economic issues and opportunities for each of the stations along the line are considered in the SOBC, and the constraints to change identified. Principle amongst these are the single-track section of track on the approach to Grantham (limiting additional train movements to one in and one out of Grantham per hour), and the need to ensure the proposals are financially and commercially viable for the operator and the Department for Transport.

Economic analysis and rail modelling were conducted to develop preferred options for improving the service and facilities on the Poacher Line, to cater for current rail use, latent rail use, and future rail use resulting from the significant housing and employment growth expected in the study area.

Preferred Options

The analysis and context provided in the Strategic Case, combined with analysis in the Economic and Financial Cases in particular, presents a case for improvements to the Poacher Line between Nottingham and Grantham.

It is suggested that ‘Do Something 2’ or ‘Do Something 3’, shown in the table below, are taken forward for consideration.

Option	Peak Service	Off-Peak Service	Sunday Service	Park & Ride
Do Minimum (current scenario)	Hourly at all stations barring Elton & Orston	Hourly at Bingham 1 every 2/3 hours at Aslockton, Bottesford, & Radcliffe on Trent No service at Netherfield	Bingham only (5 trains per day in each direction)	Aslockton: 11 Bingham: 6 Bottesford: 13 Others: 0
Do Something 2 (DS2)	As per DS1 but half hourly peak service from Radcliffe on Trent, Bingham, Aslockton, and Bottesford	1 per hour, except Netherfield (every 2/3 hours)	Minimum, e.g. single Derby-Grantham service every 3 hours	Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent: 30
Do Something 3 (DS3)	As per DS2 but retimes Nottingham-Skegness to provide even interval	As per DS2 but retimes Nottingham-Skegness to provide even interval	Minimum, e.g. single Derby-Grantham service every 3 hours	Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent: 30

With a positive BCR of 1.07 (DS2) and 1.04 (DS3), these two options would deliver enhanced sustainable transport options and access to economic opportunity for the communities of the Poacher Line and the study area. DS2 delivers the best economic appraisal results, but DS3 re-times the services to create less ‘bunching’ in the timetable, to the benefit of passengers (delivering on the Franchise Prospectus’ imperative to ‘put the customer first’).

These two options deliver an hourly service for almost all the stations throughout the day from approximately 6.30am until 10pm, depending on the station. They deliver a half-hourly service during the peak hours at Radcliffe on Trent, Bingham, Aslockton and Bottesford, and additional Park and Ride at these stations to accommodate and encourage the additional demand for rail travel, brought about both by these improvements and the expected growth in the settlements' populations.

There is strong political and stakeholder support from the communities along this section of the Poacher Line for the increased services proposed in DS2 and DS3, and the improvements in infrastructure. Sensitivity Test 1 (in Chapter 4) shows that the impacts of the improvements in service could exceed those expected in the standard economic appraisal.

Realising the Benefits

DS2 and DS3 would deliver the objectives for the Poacher Line between Nottingham and Grantham. If either preferred option is delivered, we would anticipate meeting the SOBC objectives identified:

Objective 1: Support the growth, development and vitality of communities along the Poacher Line

The preferred options deliver capacity and infrastructure improvements designed to accommodate the levels of growth allocated in the study areas' Local Plans. They will encourage more travel to and from each of the station's towns and villages, and make these places more attractive locations for commuter-based families and individuals to settle. Local people will be able to access the leisure and service economy in larger urban areas such as Nottingham more conveniently and later into the evening. The economic development and vitality of each of the settlements, and the larger districts and regions they are part of, will be supported.

Objective 2: Support the regeneration of Netherfield

Netherfield will have two viable, convenient train stations, with Netherfield station more than doubling its stopping trains per day, and its last stopping train from Nottingham now four hours later than is currently provided. These will benefit new and existing residents as the town regenerates. The DfT and the franchisee will consider accessibility improvements at the station. Although we cannot provide a level of service at Netherfield through DS2 or DS3 that is comparable with some of the other stations on the Line, since it would lead to a much poorer economic case, the improvements that are proposed for services at Netherfield station can be seen within a wider sustainable transport offer to Netherfield's population, in combination with Carlton station and their regular bus service.

Objective 3: Enable commuters and leisure travellers to choose rail travel over car travel

Rail travel will be more frequent and more convenient, and present a more attractive option than currently, when compared to travelling by car. Congestion and its associated delays and air pollution could be reduced as people choose to travel by a more reliable and frequent rail alternative. People will be able to combine car and rail travel using the additional P&R capacity to avoid delays and unreliability on the road network when travelling to congested areas such as Nottingham City Centre. The improvements to the Poacher Line's level of service will not significantly dis-benefit other travellers coming in to (or returning from) Nottingham from further afield than Bottesford.

Objective 4: Make the case for efficient, cost-effective and practicable delivery of a preferred option for this section of the Poacher Line

The proposed service changes re-cast the Poacher Line timetable as efficiently as possible and work within the practical constraints set out earlier in the Strategic Case. The economic appraisal shows DS2 and DS3 provide value for money and although some subsidy is required, there is capacity to reduce this from our forecast levels, and this subsidy is in line with (and in fact less than) many other examples from across the country. The improvements it will generate for the Poacher Line communities and study area will, in our opinion, provide economic, social and environmental benefits that are worth investing in.



Poacher Line Strategic Outline Business Case

Appendix 3 - Letters of support

09 October 2017



HOUSE OF COMMONS

LONDON SW1A 0AA

To whom it may concern

9th October, 2017

Dear Sirs,

I am writing as the MP for Rushcliffe and the representative of the inhabitants of Radcliffe on Trent to support the case that the local authorities have been putting forward for improvements of the railway services between Nottingham and Grantham. I have a lifelong familiarity with this line and the residents of the towns and villages around the route would certainly benefit from the restoration of more regular stopping services into Nottingham.

I have read the impressive Poacher Line Business Case which sets out an attractive argument. I do think that the residents and businesses of Radcliffe-on-Trent and Bingham would particularly benefit from the development of commuter services into Nottingham. The A52 road between Bingham and Nottingham is quite inadequate for the lorry and car traffic that it carries and there are very serious traffic jams on that road particularly at peak times of the day. If proper car parking or park and ride facilities could be provided at the stations then I think that the transport connections between these important and thriving towns and the local regional centre, where many inhabitants work, would be quite significantly improved.

I hope that this is helpful.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'K. Clarke'.

THE RT. HON. KENNETH CLARKE CH, QC, MP
MEMBER OF PARLIAMENT FOR RUSHCLIFFE

Dictated by Mr Clarke and signed in his absence.



HOUSE OF COMMONS
LONDON SW1A 0AA

East Midlands Consultation Co-ordinator
Department for Transport
2/21 Great Minster House
33 Horseferry Road
London
SW1P 4DR

5 October 2017

Dear Sir/Madam,

Letter of support for the Strategic Outline Business Case for improving the Poacher Line

I am writing to express my personal support for the Strategic Outline Business Case for improving the Poacher Line. This will allow the Line to better serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

The contents of the business case are clear, and offer a strong vision for the future of the Line. Its financial analysis explains why the Line's improvement will improve local economic activity by making commuting and transport a less strenuous activity.

Service and infrastructure improvements are vitally needed – my constituents report that there is an inadequate frequency of service, which is set to become even more of an issue when housing and levels of employment grow in the surrounding regions.

For the enactment of the D2N2 Strategic Economic Plan to make the Region the best connected place in the country, and for all of its communities to be able to contribute to growth and prosperity regardless of their location, improved local and regional transport links are necessary.

On the basis of the Economic Appraisal results, combined with the qualitative evidence presented in the Strategic Case, I support the Case's recommendation that the DfT and potential East Midlands Trains franchisees take forward 'Do Something 2' or 'Do Something 3'.

The studies show that these two options would deliver enhanced sustainable transport options and access to economic opportunity for the communities of the Poacher Line and the study area as a whole. DS2 delivers the best economic appraisal results, but DS3 re-times the services to create less 'bunching' in the timetable, to the benefit of passengers (delivering on the Franchise Prospectus' imperative to 'put the customer first').

These two options deliver an hourly service for almost all the stations throughout the day from approximately 6.30am until 10pm, depending on the station. They deliver a

From the Member of Parliament for the Newark Constituency

including Balderton, Bingham, Collingham, East Bridgford, East Markham, Lowdham, Newark, Southwell and Tuxford.



half-hourly service during the peak hours at Radcliffe on Trent, Bingham, Aslockton and Bottesford, and additional Park and Ride at these stations to accommodate and encourage the additional demand for rail travel, brought about both by these improvements and the expected growth in the settlements' populations.

There is strong political and stakeholder support from the communities along this section of the Poacher Line for the increased services proposed in DS2 and DS3, and the improvements in infrastructure.

As such, I strongly support the proposals, and look forward to seeing improvements to our regional transport links.

Yours sincerely,

Robert Jenrick
MP for Newark

Telephone no : 0115 0148349
Email: agraham@rushcliffe.gov.uk
Our Reference :
Your Reference :
Date : 14 June 2017



To whom it may concern

Dear Sirs,

Letter of Support for the Strategic Outline Business Case for improving the Poacher Line

This letter is to express Rushcliffe Borough Council's support for the Strategic Outline Business Case for improving the Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In Partnership with Mott MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambitions.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, city and villages in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing work with our partners to deliver projects that meet the needs of business and the wider community.

The Borough Council looks forward to continue working with partners, to make the area a great place to work, live, visit and invest. To build on our success it is imperative that the Do Something Options contained on page 2 of the Executive summary are included in the East Midlands rail refranchising tender.

Yours sincerely,

Allen Graham

Handwritten signature of Allen Graham in black ink.

Chief Executive
Rushcliffe Borough Council

Simon Robinson

Handwritten signature of Simon Robinson in black ink.

Leader
Rushcliffe Borough Council

Rushcliffe Community
Contact Centre
Rectory Road
West Bridgford
Nottingham
NG2 6BU

In person
Monday to Friday
8.30am - 5pm
First Saturday of
each month
9am - 1pm

By telephone
Monday to Friday
8.30am - 5pm

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0115 981 9911

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customerservices
@rushcliffe.gov.uk

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Postal address
Rushcliffe Borough
Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG



Mr D Hayden
Rushcliffe Borough Council
Rectory Road
West Bridgford
NG2 6BU

Date: 6 June 2017
My Ref: IV/AY/
Your Ref:
Contact: Mr Andy Yeomanson
Phone: (0116) 30 57184
Fax:
Email: andy.yeomanson@leics.gov.uk

Dear Sir,

**Letter of Support for the Strategic Outline Business Case
for improving the Poacher Line**

On behalf Leicestershire County Council, I would like to thank Rushcliffe Borough Council, Gedling Borough Council and Nottinghamshire County Council for taking forward work to develop a Strategic Outline Business Case (SOBC) for improving rail services on the Poacher Line and for involving the Council in the SOBC's development. The County Council welcomes the potential prospect of improved rail services to Bottesford that would be provided via the recommended options identified in the SOBC.

The Leicester and Leicestershire Rail Strategy was adopted in March 2017 and the Poacher Line SOBC supports two of its priorities, these are:

- To ensure that rail access and economic development are planned together. It is welcomed that the SOBC sets out how improved rail services could support the growth ambitions of the various Local Enterprise Partnerships and local authorities served by the Poacher Line.
- To support modal shift from cars and lorries to sustainable transport. I am pleased that the SOBC supports local aspirations for improved travel choice and accessibility, particularly in rural areas of Leicestershire.

The County Council will continue to work, as appropriate, with stakeholders in support of projects that seek to meet the needs of business and the wider community. In this respect, I am happy to confirm that Leicestershire County Council is supportive of the proposal to seek to include possible options for improving rail services on the Poacher Line in the East Midlands rail franchising tender.

Yours sincerely,



Andy Yeomanson
Team Manager Strategy and Policy Team

Environment and Transport Department
Leicestershire County Council, County Hall, Glenfield, Leicestershire LE3 8RJ
Telephone: 0116 305 0001
Email: tsap@leics.gov.uk

Director, Phil Crossland

www.leics.gov.uk



BINGHAM TOWN COUNCIL

*The Old Court House
Church Street
Bingham
Nottingham
NG13 8AL*

*Telephone: 01949 831445
E-mail: info@bingham-tc.gov.uk
www.bingham-tc.gov.uk*

19 July 2017

Councillor S J Robinson
Leader
Rushcliffe Borough Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG

Dear Councillor Robinson,

LETTER OF SUPPORT – STRATEGIC OUTLINE BUSINESS CASE FOR IMPROVEMENTS TO THE POACHER LINE

This letter is to express Bingham Town Council's support for the Strategic Outline Business Case for improving the Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In partnership with Mott MacDonald, Rushcliffe Borough Council and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambitions. Copies of the Final Submission of the Business Case and an Executive Summary can be viewed at: <http://www.rushcliffe.gov.uk/transportandstreets/transport/rail/>

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification of how the enhancement of the Poacher Line will improve the economic activity in Bingham and other communities, in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports local aspirations for travel choice and as a Town Council we are actively working with those authorities who can help us deliver

Twinned in friendship with Wallenfels, Bavaria, Germany



BINGHAM TOWN COUNCIL

projects that meet the needs of local businesses and the wider community. In respect of Bingham, the key business benefits have been recognised as:

Rail Issues

- Bingham has 35 stopping services per day, the highest of all the Poacher Line stations. It is also the only station to benefit from a Sunday service.
- The level of service is not considered by the Town Council to be enough to meet latent demand, nor the demand brought by new developments near Bingham. The Town Council are asking for half-hourly services in the peaks to make commuting by rail more viable.

Highways Issues

- Bingham suffers from the impact of heavy congestion and air pollution issues on the approaches to the nearby Saxondale Roundabout (shown just to the west of the town in Figure 12). Journey times from Bingham station to Nottingham station by road are 22-28 minutes if leaving at 8pm but 24-50 minutes if leaving at 8am. The same journey by train takes 14-17 minutes.
- Highways England has recognised the problems along the A52 from Bingham to Nottingham and is constructing several junction schemes to help mitigate these. Ten years ago, the A46 between Saxondale (A52) and Newark and A52 between Wheatcroft roundabout (A606) and Saxondale (A46) were identified as having 'high daily stress (over 90%)' levels. The current junction improvement schemes respond to these problems.

Connectivity Issues – Transport Facilities Rail Issues

- The Community Led Plan for Bingham included a survey of residents, and found that 51% of respondents wanted better accessibility of the footbridge at the station, and many asked for Park & Ride.

Highway Issues

- Bingham railway station currently has 6 parking spaces, but we are aware that it could accommodate considerably more, were a site to the north of the station (owned by the Town Council) to be developed and include parking as planned.
- There is considerable on-street parking at Bingham, with the nearby streets observed to be full of cars during site visits.
- Bingham is the largest settlement along the Line, with just over 9,000 residents (2011 census). It has the best level of train service but this is still considered inadequate for its needs and potential.
- There is potential for more Park & Ride provision at this station.
- The frequent bus service compares unfavourably in terms of journey times during the peak periods, compared to rail.



BINGHAM TOWN COUNCIL

The Town Council looks forward to continuing to work with partners, to make the area a great place to work, live, visit and invest. To build on our success it is imperative that the Do Something Options contained on page 2 of the Executive summary are included in the East Midlands rail refranchising tender.

Yours Sincerely

Councillor Alan R Harvey
Mayor Bingham Town Council



Radcliffe on Trent Parish Council

Parish Clerk: Mrs J. Grice
The Grange, Vicarage Lane
Radcliffe on Trent
Nottingham
NG12 2FB

Tel: 0115 9335808

Email: clerk@rotpc.com

Web: www.rotpc.com

16 June 2017

To whom it may concern

Dear Sirs

LETTER OF SUPPORT FOR THE STRATEGIC OUTLINE BUSINESS CASE FOR IMPROVING THE POACHER LINE

The Parish Council of Radcliffe-on-Trent, a growing village of around 9000 people with a station on the Poacher Line, wishes to express its support for the Strategic Outline Business Case developed by Mott MacDonald for local authorities along the line. We strongly believe that the Business Case shows how services on the Poacher Line can be improved to better serve its communities and help support wider economic growth in the area as part of the refranchising of rail services in the East Midlands.

The economic and financial business case put forward provides a strong case for enhancing the Poacher Line. We agree that, if implemented, the line will improve economic activity in Radcliffe-on-Trent. In particular, we believe that rail travel will increase and this will contribute to reducing traffic on the A52 trunk road which passes through our community and is highly congested producing excessive amounts of pollution.

We strongly support the specific proposals contained in the 'Do Something Options 2 & 3 that will result in a half hourly service in the rush hours, an hourly service throughout the day, a late evening service and significant improvement to the station car park.

Yours faithfully

Jacki Grice

Clerk to the Parish Council of Radcliffe-on-Trent

To whom it may concern

Dear Sirs

Letter of Support for the Strategic Outline Business Case for improving the Poacher Line

This letter is to express his Grace the Duke of Rutland support for the Strategic Outline Business Case for improving the Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In Partnership with Mott MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambitions.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, city and villages in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing work with our partners to deliver projects that meet the needs of business and the wider community.

To build on our success it is imperative that the 'Do Something Options' contained on page 2 of the Executive summary are included in the East Midlands rail refranchising tender which is detailed below.

The outcome of these meetings, taking into account the expected growth over the coming years, resulted in the preferred option:

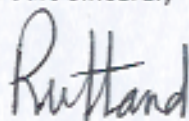
- Half hourly peak service (AM / PM) for Radcliffe on Trent, Bingham, Aslockton, and Bottesford
- 1 per hour throughout the day, except Netherfield (every 2/3 hours)
- Park & Ride facility to be made available at each station requiring additional parking spaces:

Spaces anticipated

30 Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent. (Part of the franchise negotiation)

Bottesford Parish Council looks forward to continuing working with partners to make the area a great place to work, live, visit and invest.

Yours Sincerely



Rutland

To whom it may concern

Dear Sirs

Letter of Support for the Strategic Outline Business Case for improving the Poacher Line

This letter is to express Printwise support for the Strategic Outline Business Case for improving the Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In Partnership with Mott MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambitions.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, city and villages in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing work with our partners to deliver projects that meet the needs of business and the wider community.

To build on our success it is imperative that the 'Do Something Options' contained on page 2 of the Executive summary are included in the East Midlands rail refranchising tender which is detailed below.

The outcome of these meetings, taking into account the expected growth over the coming years, resulted in option 2 being the preferred option:

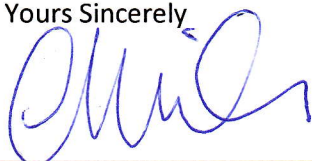
- **Half hourly peak service (AM / PM) for Radcliffe on Trent, Bingham, Aslockton, and Bottesford**
- **1 per hour throughout the day, except Netherfield (every 2/3 hours)**
- **Park & Ride facility to be made available at each station requiring additional parking spaces:**

Spaces anticipated

30 Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent. (Part of the franchise negotiation

Bottestord Parish Council looks forward to continuing working with partners to make the area a great place to work, I've, visit and invest.

Yours Sincerely



10th July 2017

To whom it may concern

Dear Sirs

Letter of Support for the Strategic Outline Business case for improving the Poacher Line

This letter is to express Long Clawson Dairy's support for the Strategic Outline Business Case for improving the Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In Partnership with Matt MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambition.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, city and villages in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing work with our partners to deliver projects that meet the needs of business and the wider community.

To build on our success it is imperative that the 'Do Something Options' contained on page 2 of the Executive summary are included in the East Midlands rail refranchising tender which is detailed below.

The outcome of these meetings, taking into account the expected growth over the coming years, resulted in option 2 being the preferred option:

- Half hourly peak service (AM / PM) for Radcliffe on Trent, Bingham, Aslockton, and Bottesford
- 1per hour throughout the day, except Netherfield (every 2/3 hours)
- Park & Ride facility to be made available at each station requiring additional parking spaces:

Spaces anticipated

30 Aslockton:30 Bingham: 50 Bottesford: 50 Radcliffe on Trent.(Part of the franchise negotiation)

Bottesford Parish Council looks forward to continuing working with partners to make the area a great place to work, live, visit and invest.

Yours Sincerely



Gary Ackrill

Operations Director

Long Clawson Dairy Limited, Long Clawson, Melton Mowbray, Leicestershire. LE14 4PJ Tel: 01664 822332 Fax: 01664 823236 www.clawson.co.uk

www.twitter.com/clawsondairyLtd www.facebook.com/clawsondairy

VAT Reg No 116 9995 25. Registered in England No 5419R



To whom it may concern

Dear Sirs

Letter of Support for the Strategic Outline Business Case for improving the Poacher Line

This letter is to express Ian Smith Electrical Ltd's support for the Strategic Outline Business Case for improving the Poacher Line to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In partnership with Mott MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambitions.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, city and villages in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing work with our partners to deliver projects that meet the needs of business and the wider community.

To build on our success it is imperative the the 'Do Something Options' contained on page 2 of the Executive summary are included in the East Midlands rail refranchising tender which is detailed below.

The outcome of these meetings, taking into account the expected growth over the coming years, resulted in option 2 being the preferred option:

- Half hourly peak service (am/pm) for Radcliffe on Trent, Bingham, Aslockton and Bottesford
- 1 per hour throughout the day, except Netherfield (every 2/3 hours)
- Park & ride facility to be made available at each station requiring additional parking spaces:

Spaces anticipated

30 Aslockton: 30 Bingham: 50 Bottesford: 50 Radcliffe on Trent. (Part of the franchise negotiation)

Devon Park, Normanton Lane, Bottesford, Nottinghamshire NG13 0EL
T: 01949 843253 F: 01949 842620 www.iseco.co.uk, VAT Reg. No. 309 6658 31

Directors: I.P. Smith, S.J. Smith, Company Secretary: L.A. Murphy
Company No 2035607 Reg. Office: McGregors Corporate Chartered Accountants, 12 Mansfield,
Suite 2:1, Hamilton Court, Oakham Business Park, Mansfield, Notts, NG18 5BR



Bottesford Parish Council looks forward to continuing working with partners to make the area a great place to work, live, visit and invest.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Ian Smith', with a horizontal line underneath.

Ian Smith

The Poppy Seed

To whom it may concern

Dear Sirs

Letter of support for the strategic outline business case for improving the Poacher Line.

This letter is to express The Poppy Seeds support for the Strategic Outline Business Case for improving the Poacher Line, to serve its communities and enable the wider economic growth of the area as part of the East Midlands refranchise.

In partnership with Mott MacDonald and other Nottinghamshire, Leicestershire and Lincolnshire authorities and parishes, we have worked to develop the contents of the business case and are pleased with its clear and strong ambitions.

The economic and financial analysis contained within the Strategic Outline Business Case provides a strong justification for why enhancing the Poacher Line will improve the economic activity in our towns, cities and villages in a sustainable way making best use of existing assets.

The Strategic Outline Business Case also supports our local aspirations for travel choice and we are committed to continuing our work with our partners to deliver projects that meet the needs of business and the wider community.

To build on our success, it is imperative that the 'Do Something Options' contained on page 2 of the Executive summary are included in the East Midlands rail franchising tender which is detailed below.

- Half hourly peak service (AM/PM) for Radcliffe on Trent, Bingham, Aslockton and Bottesford.
- 1 per hour throughout the day, except Netherfield (every 2/3 hours)
- Park & Ride facility to be made available at each station requiring additional parking spaces.

Spaces anticipated

30 Aslockton, 30 Bingham, 50 Bottesford, 50 Radcliffe on Trent
(part of the franchise negotiation)



Bottesford Parish Council looks forward to continuing working with partners to make the area a great place to work, live, visit and invest.

Yours Sincerely

Mrs Caroline Knight

The Poppy ~~Seed~~ Café, 12 Queen Street, Bottesford, Nottinghamshire, NG13
0AH 01949 84336

