
REPORT TO:	ENVIRONMENTAL SERVICES	AGENDA ITEM:	10
DATE OF MEETING:	14 TH FEBRUARY 2002	CATEGORY:	DELEGATED
REPORT FROM:	DEPUTY CHIEF EXECUTIVE	OPEN	
MEMBERS' CONTACT POINT:	GILL HAGUE (595821)	DOC:	
SUBJECT:	NORTH/SOUTH MOVEMENTS ON THE M1 CORRIDOR IN THE EAST MIDLANDS – CONSULTATION ON THE DRAFT PREFERRED PACKAGE	REF:	
WARD(S) AFFECTED:	WILLINGTON, LINTON, GRESLEY, STANTON & NEWHALL, OVERSEAL, WALTON.	TERMS OF REFERENCE:	G

1.0 Recommendations

That Member's:

- 1.1 support without prejudice to the future consideration of detailed proposals, the Draft Preferred Package, including the concept of reopening the Castle Donington rail line to passenger trains and provision of a new Derby South Parkway Station, and
- 1.2 while supportive of the introduction of part of the National Forest Line express disappointment regarding the omission of the section from Ashby to Burton.

2.0 Purpose of Report

- 2.2 To seek Member's approval of a response to the consultation exercise being undertaken by consultants in relation to the Draft Preferred Package emerging from the Multi-Modal study of the North/South Movements on the M1 Corridor in the East Midlands, a copy of which is available in the Members Room.

3.0 Detail

- 3.1 Consultants have been working for some time on a study of movements along the M1 corridor on behalf of the Department of Transport, Local Government and the Regions. One of the central themes of the study is that the outcomes should encourage and facilitate travel behaviour change.
- 3.2 A vast amount of information has been gathered and at the strategy development stage over one hundred individual schemes and policy interventions identified for consideration. Several package options were tested resulting in the emergence of a Draft Preferred Package of proposals.

- 3.3 This is a strategic study and therefore where new infrastructure is being suggested, detailed consideration of route alignments and siting of facilities has not been undertaken as that would be carried out by the appropriate implementing authorities.
- 3.4 The eastern edge of South Derbyshire lies just within the study area and therefore most of the proposals will not directly affect residents. However, the study has found that much of the congestion is created by vehicles using short lengths of the M1 for west-east/east-west movements across the study area. The preferred package includes a proposal for a new Derby South Parkway Station, located close to the site of the former Willington Power Station along the Burton to Derby line, on the section between the Uttoxeter line and the Castle Donington line. The proposal includes the reopening of the Castle Donington line to passenger trains and new road links to the adjacent A50. The station would be served by all passing Central Train services as well as the following new services:
- Birmingham-Derby-Nottingham-Sheffield-Leeds
 - Birmingham-Castle Donington-Nottingham-Newark-Doncaster-Leeds
 - North West-Stoke-Uttoxeter-Derby-Nottingham-Mansfield
 - Birmingham-Castle Donington-Nottingham-Mansfield-Chesterfield
 - Manchester Airport-Uttoxeter-Derby-Nottingham-Mansfield.
- Forecasts of patronage for the new station have been encouraging throughout the testing process. A new Castle Donington Station would serve the East Midlands Airport with a shuttle bus service.
- 3.5 The proposal for such new infrastructure is only conceptual at this stage and a detailed assessment of precise locations has not been undertaken. The purpose of the study is to develop a twenty year strategy. Implementation of the line reopening to passenger services is envisaged in 2006.
- 3.6 It should be noted that in the consultant's view siting a facility to the north of the A50 would not provide the same scale of benefit as it would only serve one rail line.
- 3.7 From earlier public consultation the study notes that there is a marked feeling that local needs between key urban centres were being neglected due to poor rail service frequency and unreliability caused by services not being dedicated to the East Midlands. Different service patterns building upon the current level of services running and proposed entirely new services such as the National Forest Line were tested.
- 3.8 Unfortunately none of the services performed very well on an operating basis. However, rather than lose the lower level of urban rail services, and in order to provide for heavy rail links in the National Forest Line corridor and south of Nottingham via Great Central North, a completely new set of frequent urban services have been defined that will form the basis of a dedicated East Midlands rail service. This includes an hourly service Matlock – Derby – East Midlands Parkway – Leicester – Coalville – Ashby which is in effect a truncated National Forest Line i.e. without the Ashby to Burton section, as it is that which incurs the bulk of the cost with little prospect of increased patronage.

4.0 Financial Implications

4.1 None

5.0 Corporate Implications

5.1 None

6.0 Community Implications

6.1 Re-opening of the Castle Donington Line to passenger rail although aimed at providing regional benefits will provide useful additional services for local residents and provide a choice of mode of travel. A full environmental impact assessment would be carried out in relation to any detailed scheme that may emerge through the study.

7.0 Conclusions

7.1 The core package of which the rail infrastructure improvements are only a part will require a capital investment of £2,600 million, of which approximately 73% is for public transport improvements and 27% is for highway improvements.

7.2 The current round of formal consultation is on the likely recommendations. The final study report will be passed for consideration to the East Midlands Regional Local Government Association who would wish to undertake their own consultations on the study recommendations, before making its own submission to the Secretary of State. Outputs from the study would be considered in revising the Regional Planning Guidance (including the Regional Transport Strategy), on which there will be further opportunities to comment. Major schemes that are taken forward are likely to have to undergo their own public inquiries.

7.3 It is disappointing that the National Forest Line cannot be included in its entirety but the study has not totally dismissed it and therefore the option to extend it is not ruled out should circumstances change.

8.0 Background Papers

8.1 None other than those referred to in this report.

