

Norfolk Rail Group

Date: Wednesday 10 January 2018

Time: 10am

Venue: Cranworth Room, County Hall, Norwich

Persons attending are requested to turn off mobile phones

Agenda

1. To receive apologies for absence

2. Minutes

To agree the minutes of the meeting held on 21 September 2017

Page 3

3. Members to Declare any Interests

If you have a Disclosable Pecuniary Interest in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a Disclosable Pecuniary Interest in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter.

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an Other Interest in a matter to be discussed if it affects

- your well being or financial position
- that of your family or close friends
- that of a club or society in which you have a management role
- that of another public body of which you are a member to a greater extent than others in your ward.

If that is the case then you must declare an interest but can speak and vote on the matter.

4. To receive any items of business which the Chairman decides should be considered as a matter of urgency.

5. Norfolk County Council: Review of Rail Activities

Page 10

Report by the Executive Director of Community and Environmental Services.

6. Strategic Rail Issues

Page 19

Report by the Executive Director of Community and Environmental Services.

7. Community Rail Consultation

Page 25

Report by the Executive Director of Community and Environmental Services.

8. Updates from Rail Industry

- a. Greater Anglia
- b. Govia Thameslink Railway Limited
- c. East Midlands Trains
- d. Network Rail
- d. Community Rail Norfolk
- e. North Norfolk Railway
- f. Mid-Norfolk Railway
- g. Orbital Railway
- h. Direct Rail Services

9. Date of next meeting

To be agreed.

Date Agenda Published: 4 January 2018



If you need this Agenda in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 or 01603 223833 (minicom) and we will do our best to help.

Minutes of Meeting

Norfolk Rail Group Meeting

Held on: Wednesday 21 September 2016 Time: 10:00

Venue: Council Chamber, County Hall

Present:	Dept/Organisation
Cllr Tim East	Norfolk County Council
David Cumming	Norfolk County Council
Chris Burton	Rail Future
Cllr Roger Foulger	Broadland District Council
Cllr Trevor Lewis	South Norfolk Council
Phil Courtier	Broadland District Council
Mike Taylor	Great Yarmouth Borough Council
Joanna Lymboussis	Network Rail
Trevor Eady	North Norfolk Railway
Cllr Yvonne Cherry	Waveney District Council
Jonathan Denby	Abellio Greater Anglia
Edward Funnell	Abellio Greater Anglia
Vince Lucas	Abellio Greater Anglia
Cllr Eric Seward	Norfolk County Council
Peter Jermany	King's Lynn Borough Council
Robert Stripe	Fen Line Users' Association
John Clements	Great Yarmouth Borough Council
Tony Jones	Norwich City Council
Michael Chenery	Norfolk County Council
Cllr Colin Sampson	King's Lynn Borough Council
Larry Heyman	Govia Thameslink Railway Limited
Cllr Andrew Boswell	Norfolk County Council

Item Minute

1.0 To receive apologies for absence

Apologies were received from Jonathan Cage, Cllr. Nigel Dixon, Cllr Leslie Dale (Cllr Tim Lewis substituting), Chris Wood, Cllr. Philip Cowen, Andrea Long, Peter Wakefield (Chris Burton substituting), David Glason, Andy Tyler and Cllr Tom Fitzpatrick.

2.0 Previous minutes

To agree the minutes of the meeting held on 17 February 2016.

The Principal Infrastructure Growth Planner mentioned in the last set of minutes is David Cumming.

Joanna Lymboussis sent her apologies for the last meeting, however this wasn't recorded.

The refurbishment of the inner city fleet, including catering and new seats is costing £200m, not £20m as originally stated.

Subject to the above changes/clarification, the minutes were signed off as being true and correct.

3.0 **Members to Declare any Interests**

one declared

4.0 **To receive any items of business which the Chairman decides should be considered as a matter of urgency.**

Trevor Lewis – District Councillor for South Norfolk briefed the group on the desire for a new train station in Broadland. The site in question, just south of the Norwich southern bypass in Mangreen, currently consists of a large quarry and electrical substation where power lines meet. South Norfolk Council is starting a new local plan, and planners are currently looking at building new communities rather than overstretching their existing communities. Mangreen seems like an ideal location. The new station would provide a place where relatively good bus routes could be implemented to take passengers into Norwich bus station. Developing this site would be a win-win scenario, as it would act as redevelopment of a brown field site, it would provide good transport and it would take pressure off Norwich as a result. Trevor will provide the group with a copy of the information.

There may be a possibility of linking the Norwich line with the Cambridge line, creating some sort of feed-in link where people travelling from Thetford can jump on and get to London. Another option could be to move the current Harford Park and Ride site to Mangreen, which would free up the existing site for other purposes.

The chairman asked David Cumming to address the comments, who in response noted that the Greater Norwich local plan is currently under review. There has been a call to look at sites where development can be carried out in order to provide future benefits to the region. David stated that the issue of whether major new development at Mangreen would be included in the plan would be considered as part of that process.

It was agreed that the group will revisit this in due course after further investigations have been carried out.

5.0 **East Anglia Rail Franchise - presentation from Edward Funnell, Stakeholder Engagement Adviser at Abellio and Vince Lucas, Bid Director at Abellio**

Edward and Vince presented the following report to the group and also invited all to a special upcoming briefing session on 6 October 2016.

After the presentation, the following points came out in discussion:

The group are all excited about the prospects of this. There is a desire to see a greater element of cooperation between authorities so that customers are informed of any delays well in advance. The railway is a dynamic environment. A lot of intervention is needed to keep it straight and level. The quality of the rides can be upgraded; however we will never be able to get away with preventing the need to maintain railways.

Most of the railways are already driver operated. There are no proposals to increase driver only operation.

The main interchange will be at Stratford.

The bid for this piece of work was originally a joint venture between Abellio Greater Anglia and Stage Coach; however Stage Coach did not wish to carry on with this. Abellio had backing for the bid and therefore continued with it themselves. There is still a good relationship between the two organisations.

The new trains are bi-mode diesels with electric capabilities. The diesel pack can be removed from the trains to make them entirely electric if needed.

There are no plans to implement through trains from Great Yarmouth to London. Travelling past Norwich from GY results in changes which aren't ideal. Unfortunately Yarmouth railway points in the wrong direction and in estimation Abellio wouldn't make up enough passengers to cover the costs of running through services from this location.

There are no plans to extend platforms in Sheringham, despite longer trains being rolled out. Doors will only open where the platforms are currently located.

Catering was part of the franchise agreement. Catering on the Norwich to London services will most likely use a trolley rather than buffet cars. Other services will not have catering services on board.

A competition was carried out, in which Stadler and Bombardier provided the best bids. This is why these trains were chosen as opposed to other, more local train manufacturers.

There are no plans to re-open any lines due to a lack of infrastructure.

There will be a minimum provision of cycle spaces on each train, which will be an improvement on what there currently are on the diesel trains.

Stadler trains will come with slide out ramps for people with disabilities fitted to each train, however Bombardier trains will still need ramps to be provided.

The toilets on these new trains should be far more reliable than the ones we currently have. Waste will be collected in tanks and emptied every two days.

The possibility of having an 8 car service from Liverpool Street which splits into two separate 4 car services – one to Norwich and one to Ipswich/Peterborough was identified, however this wasn't a possible option.

6.0 **Rail projects**

David Cumming introduced the paper

Broadland Station – Some study work has been undertaken by Mouchel who have looked at this line. The study came out looking quite positive. Early discussions with the rail industry have given positive vibes and suggest that this is a good proposal. There was an article in today's EDP which talks about possible next steps.

Phil Courtier has been leading on this for some time. He noted that land at The Broadland Business Park has already been set aside, and will be available if needed. Broadland District Council is keen to progress this forward, and will welcome any financial contributions from the group. They will need £100,000 going into stage 3, most of which has been accounted for. Perhaps Town Councils could chip in a small amount, and there may be a possibility that North Norfolk District Council could offer slightly more.

David Cumming indicated that Norfolk County Council would be interested in being on a board, if one were formed, in relation to this.

East/West Rail – This project should connect East Anglia to Cambridge, Bedford and the West of the country. Work is being started on the western side. Network Rail has announced that the Bedford to Sandy corridor has been chosen as the preferred corridor to Cambridge. A study is going to be carried out which will look at conditional outputs on the eastern section.

Great Yarmouth Station – A £2m funded project is due to be delivered in 2017/18 to improve the link between Great Yarmouth Rail Station and the market place. There is an aspiration to try to secure some investment into the Rail Station itself.

There were a number of additional projects that perhaps could have been covered, such as Ely and how issues that affect this station have an impact on a wide range of other services – not just in Norfolk. Another project going on is the Cambridgeshire traffic study in regards to three crossings within a very short distance of each other. It will be difficult to move traffic away from these crossings due to the village location.

7.0 **Updates from Rail Industry**

a) Abellio Greater Anglia

Performance is at around 89%, which is about the current national average. Local lines have been performing very well, however the Norwich to Cambridge line is performing at 85% and the Norwich to London line is performing at 84%. Full refurbishment for the intercity fleet is now complete – a month earlier than planned. There are an extra 600,000 yearly standard seats on route between Norwich and London. Season ticket holders now have the option of using smartcards.

The Norwich station upgrade is progressing very well. Work still needs to be carried out on the lighting, and new retail adverts and cash machines are still to come.

Ticket vending machines continue to be very well used. Feedback from the public and members of staff has been positive in regards to this.

b) Govia Thameslink Railway Limited (GTRL)

Performance over the past few months has been disappointing. In the month of August, a PPM of just 83% was achieved, which is far lower than the target and what has been achieved in previous years. There has been a trend of poor performance in recent months. This is due to issues in regards to infrastructure and reliability, and GTRL are working very closely with Network Rail to address this. Some of the issues being faced are coming from outside of West Norfolk. Any disruption on the east coast mainline can subsequently impact on trains running between Cambridge and King's Lynn.

There was a serious accident a few weeks ago at the crossing between Norwich and King's Lynn in which a motorist drove into the path of an oncoming train. It is purely good fortune that there weren't any other casualties on top of the driver of the motor vehicle.

Train driver availability has been another issue. GTRL have an enormous driver training programme, and a large number of people are in training. There are currently 77 newly qualified drivers and a further 83 trainees undergoing training. It takes around 12-14 months to train someone to be a train driver from scratch.

As of May 2017, one of the two King's Cross services will be terminating at Ely. Network Rail will have to carry out some work at crossings before this can be achieved.

The timetable consultation launched this week. Since the consultation relates to what is going to run south of London, it will have an impact on the reliability of the main line.

The King's Lynn to Cambridge line seems to be a popular one for those with suicidal intent. This can have significant psychological impacts on drivers – one of which had two cases in one week.

c) East Midlands Trains

N/A – no representative.

d) Network Rail

The Anglia Route Study was published in March 2016. There is now an aim to produce an Initial Industry Advice Plan by the end of the year – a plan looking at prioritising performance demands, growth etc. Key enhancement schemes are going to be included in this – particularly Ely, Trowse and Liverpool Street.

Network Rail is looking to produce a business case for undertaking GRIP 1-3 work on the Ely scheme – which will also include level crossing works, platforming layout etc. There are tight timescales to work towards. The hope is to submit something by the beginning of October at the latest. Any support that could be fed back by the group would be greatly appreciated, as it helps strengthen the case.

The Freight Network Study Draft has been published and will be open for consultation until November.

In regards to the new station at Broadland Business Park, Network Rail does not have any available funds to support this. As a third party proposal, funding would be expected to be gathered outside of Network Rail.

The end of GRIP 2 of the King's Lynn to Cambridge 8-car scheme is nearing. Business cases are going to have to be produced and discussions are going to have to be held with DMT before this can progress to the next level.

e) Community Rail Norfolk

N/A – no representative.

f) North Norfolk Railway

Served a total of 166,000 passengers last year. Discussions are taking place with bid teams in regards to how to further franchise in the future. Having longer trains would be ideal. Sheringham Railway Station has recently undergone some renovation work, costing around £500,000 in total. A portion of this money went towards a new boiler shop on site. So far this has already attracted 3 Belgian locomotives.

Cromer trains are featured inside and on the front cover of the new Heritage Railway Magazine.

- g) Mid-Norfolk Railway
N/A – no representative.
- h) Orbital Railway
N/A – no representative.
- i) Direct Rail Services
N/A – no representative.

Date, time and venue of next meeting

The next meeting will be held on Wednesday 22 March 2017 at 10:00 in the Council Chamber, County Hall, Norwich.

Norfolk Rail Group

Item No. 5

Report title:	Norfolk County Council: Review of Rail Activities
Date of meeting:	10 January 2018
Responsible Chief Officer:	Executive Director, Community and Environmental Services
Strategic impact This report informs the Norfolk Rail Group of a review of how the county council deals with strategic rail issues, in order that the work is done in the most effective and value for money way, so that the maximum benefits are obtained. Achieving maximum benefits from rail is important to ensure that rail services best benefit business, residents and visitors. Good rail services encourage businesses to invest in the county, facilitate business to business interaction and provide services enabling people to get into work. They are also important for leisure trips, boosting tourism by allowing people to get to Norfolk, or for Norfolk residents to get elsewhere; as well as to bring forward sustainable growth and easing road congestion.	

Executive summary

Norfolk County Council has undertaken a review of how it deals with strategic rail issues. The purpose of the review was to examine the range and scale of the county council's activities, and to understand how the county council might be able to become more efficient and effective in its business. The review does not recommend any major changes to the way in which this work is dealt with, but suggests that the Norfolk Rail Group, which is convened and managed by the county council, be charged to consider how it could improve its effectiveness. This with the purpose of strengthening its advocacy role to wield more influence over decisions to benefit Norfolk, and how it could better be used to make sure that the rail industry performance is accountable.

The matter will be reported to the county council's Environment, Development and Transport Committee on 19 January. In the draft report Members are recommended to *"Agree findings of the review into how the county council deals with strategic rail issues, and task Norfolk Rail Group with reviewing how it operates with a view to making it a stronger, more effective group."*

This report to the Norfolk Rail Group therefore updates the Group on the review that has been undertaken and also brings to its attention the recommendation (that the Group be tasked with reviewing its operation to make it stronger and more effective).

The Norfolk Rail Group is asked to consider the findings from the review; in particular any initial views it might have on its future workings that could be reported to help inform the county council's committee. The Norfolk Rail Group will be advised of the committee decision and any implications of this decision following the meeting.

Recommendations:

The Norfolk Rail Group is asked to:

- **Note the County Council review of how it deals with strategic rail issues**

- **Consider any initial views on how the Norfolk Rail Group might operate (so as to make it a stronger, more effective group) that it would wish to be reported to help inform the county council's committee meeting.**

1. Proposal (or options)

- 1.1. A review of how the county council deals with strategic rail issues has been completed. A summary of this is shown as Appendix A.
The review concluded, amongst other things, that:
 - The activities that the county council gets involved in are broadly the correct ones and should continue
 - There should be further work and dialogue with members of the Norfolk Rail Group to further improve the effectiveness of this group.
- 1.2. This will be reported to the county council's Environment, Development and Transport Committee on 19 January. In the draft report Members are recommended to *"Agree findings of the review into how the county council deals with strategic rail issues, and task Norfolk Rail Group with reviewing how it operates with a view to making it a stronger, more effective group."*
- 1.3. The Norfolk Rail Group is asked to:
 - Note the County Council review of how it deals with strategic rail issues
 - Consider any initial views on how the Norfolk Rail Group might operate (so as to make it a stronger, more effective group) that it would wish to be reported to help inform the county council's committee meeting.
- 1.4. Assuming that the county council's committee on 19 January agrees with the recommendation and tasks the Rail Group with reviewing how it operates, officers will consider how this will be done in conjunction with appropriate members of the Rail Group. Proposals arising from this will be brought back to a subsequent meeting of the Norfolk Rail Group. More detail on this is given in Section 4, below.

2. Review into how the county council deals with strategic rail issues

- 2.1. The following sections (2.2 to 2.16) are taken directly from the draft of the report to the 19 January meeting of the county council's Environment, Development and Transport Committee (at the time of writing these reports have not been finalised). They summarise the review. Section 4 suggests some issues that the Rail Group might like to consider (to review the operation and effectiveness of the Group) and proposes a way in which the how the task might be taken forward.
- 2.2. Because of the importance of good rail services to the county – for businesses, residents and visitors – Members and officers are involved in a number of workstreams to try to secure maximum benefits to the county. Officers have conducted a review into the activities to ensure that the work is undertaken efficiently and effectively, and represents value for money.
Our activity can be broadly broken down into the following areas:

- Representation on various groups and areas of work to ensure that the needs of Norfolk are taken into account
- Funding or staff resource contribution to projects and schemes
- Norfolk Rail Group
- Community Rail Norfolk.

The following sections give more detail on each of these.

2.3. **Representation**

The county council is represented on a number of forums and working groups including ones established by the train operators and Network Rail, Task Forces established by MPs, local authorities or LEPs to influence and steer work to secure investment into rail (Norwich to London line and Ely area). The main ones are summarised below.

2.4. Greater Anglia has set up a number of forums including:

- Stakeholder Advisory Board: bringing together senior managers and representatives of the train company, local authorities and other representative interests to discuss high level objectives and progress
- Integrated Transport Forum: bringing together the train company, local authorities cycling interests and bus companies.

These forums are held generally around two to three times a year and attended by officers from CES. Attendance at all except the Stakeholder Advisory Board is generally limited to when there is something relevant and specific to Norfolk on the agenda.

2.5. Two Task Forces have been set up:

- GEML (Great Eastern Main Line: Norwich to London) Task Force: This was set up by MPs and New Anglia LEP to secure commitment to and delivery of Norwich in 90. Local authorities have recently started to be invited to the forum and it is generally attended by the ETD Committee chairman
- Ely Task Force: This has been set up to secure delivery of improvements at Ely: see below. It is chaired by the Chief Executive of the Borough Council of King's Lynn and West Norfolk and attended by LEPs, local authorities, Network Rail and the Department for Transport. It is normally attended by officers from CES.

2.6. The county council is also a member of the East-West Rail Consortium; see below. There is an annual subscription of £3k to be a member of the consortium. The county council has also contributed towards the cost of technical work to make the case for East West Rail; in particular to support the case for rail services extending east of Cambridge to Norwich and Ipswich. There are a number of meetings and workstreams associated with this project, most of which are attended by officers. The East West Central Section Project Board, which meets once a year, has member representation. Norfolk County Council's nominated Member is Councillor White.

2.7. The review of the county council's activities has generally concluded that our representation is proportionate and at the correct level, and represents value for

money. It allows us to influence some of the major projects for the benefit of Norfolk.

2.8. **Funding or staff resource contribution towards projects and schemes**

The county council makes a direct funding contribution towards some projects; or has officers providing resource to take forward specific projects. We make a direct contribution towards projects including working with train operators on station travel plans, contribution to improvement schemes (focussed around improvements to the transport network linking to the station) and developing business cases for rail improvement schemes. The county council's contribution in these areas is generally not significant, reflecting the financial resources available to us.

2.9. The main areas of our involvement are on:

- Integrated transport schemes: the county council has put funding towards improvements at rail stations such as walking or cycling routes to stations; public transport interchange improvements; or improvements to information. These have been funded on a case-by-case basis from Local Transport Plan monies but given that funding has reduced over the last decade, the level of spending is not high. The county council is also managing delivery of the transport improvements funded from New Anglia LEP's Growth Deal. A significant improvement, linking Great Yarmouth Rail Station to the market place, has commenced
- Station travel plans, for which a budget of £10k has been allocated. We would expect to leverage – on a 1:4 ratio – funding from partners
- Evidence to support the business cases for rail projects. We have put funding towards projects such as the case for improved Norwich to Cambridge and King's Lynn to Cambridge services (amongst others). Funding for such projects has been found from existing budgets. This work was co-funded by other authorities including Cambridgeshire and Suffolk County Councils.

2.10. The conclusion of the review is that it is right that the county council puts money towards projects where: funding can be secured; there is a good business case for the project; and completion of the work is likely to result in tangible benefits for the county.

2.11. **Norfolk Rail Group**

This group brings together stakeholders including train operating companies, Network Rail, local authorities and rail interest groups. It is organised and arranged by the county council, and held usually twice a year. As well as bringing together rail stakeholders it includes elected members from the Norfolk County Council (four) and from other local authorities (one per authority). It does not however have any decision-making powers. Its Terms of Reference were last updated in January 2015 and provide that the chairperson be the chairperson from the county council's now superseded Economic Development Sub Committee.

2.12. The group provides a really useful forum for providing a steer about the county's position on strategic rail issues, for example in refranchising exercises, government consultations, or timetable proposals. However, because meetings are usually twice a year, not all meetings coincide with a matter for when this

type of steer is required. On these occasions, the agendas might largely comprise updates on issues. The group has the potential to provide a stronger advocacy role to influence decisions, but this could be strengthened.

- 2.13. Given these factors, it is suggested that the Norfolk Rail Group continues, but is tasked with reviewing how it operates with a view to making it a stronger, more effective group. The review in particular could look at the timings and frequencies of its meetings (a possible option could be to meet on *as and when* basis to coincide with key events or issues), how it could strengthen its advocacy role to wield more influence over decisions to benefit the county, and how it could better be used to make sure that the rail industry performance is accountable.

2.14. **Community Rail Norfolk**

Community Rail Norfolk is a not for profit company. It was set up to coordinate and deliver activities to promote the community rail lines: Norwich to Great Yarmouth and Lowestoft; and Norwich to Cromer. There is a Board made up of local authority Member representatives and a representative from the train operator (Greater Anglia). Norfolk County Council does not have a place on the Board since, when it was set up, only those authorities who contributed core-funding to community rail were invited to participate. Most of the funding is now put in by the train operator, Greater Anglia. An officer attends Board meetings to provide advice and support, and coordinate the council's activities. The county council has also continued to contribute towards individual projects where there is a value-for-money case.

- 2.15. Recently, the county council was invited to take up a place on the Board in recognition of the council's continued input into funding projects, and its stature as the local transport authority.

- 2.16. It is right that the county council's contribution to the project is recognised, and having a place on the Board will allow the council to have a greater say in the operations of Community rail. This is especially important since Greater Anglia's franchise commitment is to increase the activity, and we anticipate that proposals for how this might be achieved come forward in early 2018.

Members are therefore recommended to agree to taking a position on the Board of Community Rail Norfolk and if acceptable suggest a suitable representative.

3. Financial Implications

- 3.1. There are no financial implications.

4. Reviewing the operation and effectiveness of the Norfolk Rail Group

- 4.1. As set out above, the review of the operation and effectiveness of the Rail Group concluded that the Group should continue "*but is tasked with reviewing how it operates with a view to making it a stronger, more effective group. The review in particular could look at the timings and frequencies of its meetings, how it could strengthen its advocacy role to wield more influence over decisions to benefit the county, and how it could better be used to make sure that the rail industry performance is accountable.*"

These points are set out in turn below and members of the meeting are asked to consider any comments; in particular ones that they might wish to be raised at the county council committee to help inform its decision.

4.2. **Timing and frequency of Norfolk Rail Group meetings**

The Norfolk Rail Group generally aims to meet two to three times a year, although recently this has been less often. Possible options might be to:

- Meet on *as and when* basis to coincide with key events or issues in order that the group can help to inform stakeholders' responses and actions to these events. A good example of how this has worked well in practice has been the bespoke events the group has held with train operators bidding for franchises at times of renewal
- Follow the example of other authorities that have moved towards annual conferences or showpiece events that can bring together stakeholders and political representation from all levels
- Consider smaller working groups to work through and resolve issues of concern (eg members of local authorities and the Department for Transport).

4.3. **Strengthening the advocacy role of the Group**

The report to the county council's committee (see Section 2.12 above) notes that the timing of the meetings does not always align with key events (eg government consultations) and therefore the Group cannot always be effective in influencing the outcomes. Some of the suggestions above – about timing and frequency of meetings in Section 4.2 above – might help to improve matters. Other options might include: off-line networking between Group members to improve coordination of responses from the various stakeholders to consultations; or the Rail Group to become actively involved in lobbying or advocacy similar to other groups such as the A47 Alliance. This however would need to be effectively resourced and would require a number of the Group's members to agree to provide this resource requirement. The county council's role in this would need to be agreed by the appropriate committee (as would likely be the case for other local authorities).

4.4. **The Group's role in the accountability for rail industry performance**

Some stakeholders have expressed the desire that the rail industry should have more accountability to local partners, as well as the accountability that it currently has with government or the travelling public. This might be on matters such as punctuality and reliability of services or performance of the infrastructure.

Again, the Group's role might be strengthened through adoption of some of the options outlined above, but the Group is asked for any comments about the merits of the suggestion (of strengthening its accountability role), and how this might be best achieved.

5. **Background**

- 5.1. The county council review of how it deals with strategic rail issues has been completed. One of its recommendations was to review the role and activities of the Norfolk Rail Group, which is the subject of this report. The review arose through a combination of stakeholder comments about issues, and the ongoing

Appendix A

Rail Activities – Review

Activity	How it fits with NCC priorities	Proposal	Days per year
Norfolk Rail Prospectus – policy document 2013	Sets our rail objectives.	Consider a review or refresh prior to CP6 2019-24. Ensure current priorities align with/influence LEP rail aspirations	TBD
Attend various Greater Anglia Forums <ul style="list-style-type: none"> • Cycle • Integrated Transport • Stakeholder Equality Group 	Supports promoting non car modes	Attend selected forums only (NB Integrated Transport Forum has superseded the Cycle Forum)	2
Community Rail Norfolk (CRN)	Supports and encourages sustainable transport	Accept offer of a place on CRN Board for an NCC member. Support appropriate policies and fund initiatives where possible. Can our passenger transport colleagues lead on this?	2
East West Rail (EWR) <ul style="list-style-type: none"> • AGM • Central Section Project Board • Central Section Regional Working Group Consortium subscription	Important in terms of accessibility for business and personal travel and showing political support. Need to ensure services provide strategic routes not just local commuting e.g. Norwich to Milton Keynes in a day	Continue to participate and pay subscription. Work jointly with Suffolk to harmonise views and opinions for greater impact.	5 £3k per annum
Ely Task Force	Enables us to steer DfT and Network Rail to ensure the measures (a series of capacity improvements) facilitate King Lynn to Cambridge ½ hourly etc.,	Continue to participate	5
Great Eastern Main Line Task Force	Enables us to keep pressure on Norwich to London line	Continue to participate	1

	improvements as set out in "Norwich in 90" campaign		
Norfolk Rail Group	Enables us to get wider buy in and support for rail objectives. Provides a handy ready made working group.	Only meet as required to deal with issues rather than 2+ times a year	3 days per meeting
Correspondence from Members, the public, interest groups	It is a requirement of NCC standards to deal with such enquiries	Review who should be responsible. David Cumming is currently the de facto gatekeeper	1
Feeding into Network Rail (NR) spending programmes	Commenting on and lobbying for Network Rail improvements is vital	Engage with NR on next control period (CP6 2019-24) during 2018. Possible pre-emptive meetings now? – Suffolk arrange quarterly meetings with NR	1+
Feeding into rail franchise consultations	Commenting on and lobbying for franchise enhancements is vital	Engage with operators at next round	1+
Studies and evidence gathering	Development of, and support for, locally important projects	Determine on a case by case basis	

Norfolk Rail Group

Item No. 6

Report title:	Strategic Rail Issues
Date of meeting:	10 January 2018
Responsible Chief Officer:	Executive Director, Community and Environmental Services
Strategic impact This report updates the Norfolk Rail Group on strategic rail issues for the county. These are important because they affect the longer term provision of rail services that benefit business, residents and visitors. Good rail services encourage businesses to invest in the county, facilitate business to business interaction and provide services enabling people to get into work. They are also important for leisure trips, boosting tourism by allowing people to get to Norfolk, or for Norfolk residents to get elsewhere; as well as to bring forward sustainable growth and easing road congestion.	

Executive summary

This report summarises the main strategic rail issues of interest to the county. These include:

- Government's recent *Strategic Vision for Rail*. There are some significant issues to note in this publication including joint Network Rail and train operating company teams and a new approach to investment decisions (see next bullet below)
- Network Rail's spending programmes. The Group should be aware of changes to the way in which the infrastructure improvement programme is devised and agreed, which will be on a scheme-by-scheme basis in the future rather than a five year programme of schemes.
- Proposed amendments to timetables affecting King's Lynn services. Views have been sought on changes to the timetables by the train operator, to which various stakeholders have responded. The proposals would result in longer journey times between Cambridge and King's Lynn
- Progress on infrastructure schemes and service enhancements including East-West Rail, Ely area enhancements, opening of Cambridge North Station and projects on the Great Eastern Mainline. The Group is asked to note progress
- East Midlands franchise. Consultation has closed on renewal of this franchise, which again raised the topic of splitting the direct Norwich to Liverpool service. The Rail Group has in the past strongly supported retention of this service.

Recommendations:

- **The Norfolk Rail Group is asked to note progress on strategic rail issues.**

1. **Proposal (or options)**

- 1.1. This report summarises the most significant strategic rail issues of interest to Norfolk. The Norfolk Rail Group is asked to note the updates.

2. **Financial Implications**

- 2.1. There are no financial implications.

3. **Issues, risks and innovation**

- 3.1. There are no implications.

4. **Background**

- 4.1. This section summarises the most significant issues of interest to Norfolk.

4.2. **Connecting People: A Strategic Vision for Rail**

Government published this document, intended to set out how it will “*address the historic structural issues which have prevented the railway from offering outstanding customer service, efficiency and value for money,*” in November 2017.

- 4.3. In summary, it proposes:

- Joint Network Rail and train operating company teams to run day to day track and train operations
- An increase in asset renewals to improve reliability, and more digital technology for managing the railway
- An expansion of the network including Crossrail and Thameslink, new trains, East-West Rail (see below: *East West Rail* and *GEML*)
- A new approach to investment decisions (see below: *Network Rail Spending Programmes*)
- Increasing the use of smart ticketing, and improving compensation arrangements for passengers
- Modernising the workforce and encouraging innovation.

4.4. **Network Rail Spending Programmes**

Government is making changes to the way in which Network Rail spending programmes are devised, agreed and delivered. Previously, government would agree five-year, costed spending programmes that Network Rail would be charged to deliver. However, as projects were included in the programme at very early stages of their development, it has proved very difficult for them to be developed and delivered to a timescale and cost that was identified at very early stages of scheme development. Therefore, government is proposing that Network Rail do some development work on projects, to enable a more robust cost estimate, programme and business case to be developed, prior to government giving commitment for scheme delivery.

Government is also looking to attract local contributions to part-fund this early development work.

- 4.5. Some issues arise from these changes. Notably, these are less certainty about improvements schemes that will be delivered and the expectation that local contributions are provided to kick-start development work. Greater Cambridge Greater Peterborough and New Anglia LEPs have contributed funding towards Ely, see below. When this was agreed it was however not understood that this model would become the norm, and government had given strong indications that they would subsequently fund delivery of the project. If there is no certainty about subsequent delivery, there is a stronger risk that the local contribution – which might be large, due to the cost of rail projects – does not lead to an improvement on-the-ground and does not therefore lead to any improvements.
- 4.6. **Timetable: King’s Lynn to London King’s Cross**
The train operating company has recently consulted on revised timetable options during the week. The county council – amongst others – responded, outlining that it opposed the proposals, which would see journeys take longer. The train operator followed this up with consultation on weekend timetable proposals (closing date 20 December 2017). Again, these proposals would see longer journey times, with Saturday journeys becoming much longer, many taking an extra 12 or 14 minutes.
The county council responded to this consultation, again expressing our opposition to longer journey times. These make train journeys less attractive, but also make King’s Lynn less attractive for business investment, or as a visitor destination.
- 4.7. **East West Rail**
This project would see rail services restored between Cambridge and Oxford, including around 30 miles of new track from Cambridge to Bedford. Norfolk County Council is working with partners to ensure that the project includes rail services extended to Norwich on existing track, allowing direct east-west services from Norwich to Cambridge and onwards to, amongst other places, Bedford, Milton Keynes, Oxford and the south west of England.
By 2024 the western section of East West Rail will be complete, allowing services between Oxford and Bedford, and Aylesbury and Milton Keynes. Government is also establishing a new East West Rail company to accelerate delivery of the central section between Bedford and Cambridge, aiming for completion by the mid-2020s.
- 4.8. **Ely Area Enhancements**
Ely is at the convergence of passenger lines linking Norwich and Cambridge, Norwich and Peterborough, Ipswich and Peterborough, Birmingham and Stansted, and King’s Lynn and Cambridge as well as on the freight route from the Port of Felixstowe to the Midlands. The rail infrastructure is at capacity and is the reason why the train operator is unable to fulfil the franchise requirement to run half hourly services throughout the day from King’s Lynn to Cambridge; as well as being a blockage to any increase in frequency of the services listed above.
- 4.9. The Ely Task Force, chaired by the Borough Council of King’s Lynn and West Norfolk, brings together DfT, Network Rail, local authorities and the two local enterprise partnerships (New Anglia and Greater Cambridge Greater Peterborough). It has successfully overseen project work, funded by GCGP and

New Anglia LEPs and the Strategic Freight Network (part of Network Rail), to identify a scheme option to unlock additional train paths through the Ely area. It is due to complete in spring 2019.

- 4.10. At this point there should be selection of a preferred option, and it will be for DfT to decide whether to fund its design, development and delivery. If a solution can be found and government decide to fund it, it could be delivered before the mid-2020s. A solution might require measures at level crossings in Queen Adelaide, a village just north east of Ely and at the centre of the Ely area rail infrastructure, where there are three level crossings on the B1382 within ½km. Therefore, in tandem with the rail work, Cambridgeshire County Council is undertaking a roads-based study to look at the level crossings. This study will report early in the New Year.

4.11. **Norwich to London: Great Eastern Main Line**

The Great Eastern Main Line Task Force, chaired by Chloe Smith MP, regularly meets to ensure delivery of the package of measures required to deliver *Norwich in 90*. The train operator, Greater Anglia, is committed to delivering new trains across the entirety of its franchise area, and new Inter City trains should start to be rolled out from 2019. In addition services will operate every twenty minutes between Norwich and London and two services per day will run to 90 minutes journey time.

To enable full delivery of *Norwich in 90* it is likely that the following infrastructure projects will be required: Trowse Bridge track doubling; Haughley Junction (just north of Stowmarket where the Cambridge and Peterborough to Ipswich routes meet the Great Eastern Main Line); additional track infrastructure (long loops) between Colchester and Witham to allow fast trains to overtake slower ones; and digital re-signalling Colchester to London.

4.12. **Crossrail (The Elizabeth Line)**

The Elizabeth Line will link Reading and Heathrow in the west with Shenfield on the GEML. This will enable passengers from Norfolk to be able to cross London without the need to use the Underground. The line will be fully open by 2019.

4.13. **Cambridge North Station**

This new station, serving Cambridge Science Park, opened in May.

4.14. **East Midlands Franchise**

In autumn government consulted on the East Midlands franchise. This franchise covers a wide area of, largely, The Midlands and northern England including the direct Norwich-Peterborough-Liverpool hourly service. The main issues in the consultation were:

- Whether the Norwich to Liverpool service should continue as a direct, through service or whether it would be better to split the service, so that it runs only from Liverpool to Sheffield or Nottingham where passengers would need to change for onward services to East Anglia. From the consultation it was not clear how many services would operate from Sheffield or Nottingham to Norwich, or which franchise might operate these
- Moving the Birmingham to Stansted services from the Cross Country franchise to the East Midlands franchise. (This existing service allows passengers from Norfolk to get to Stansted via a change onto the train from Birmingham to Stansted at Ely. Greater Anglia will operate some Norwich-

Norfolk Rail Group

Item No. 7

Report title:	Community Rail Consultation
Date of meeting:	10 January 2018
Responsible Chief Officer:	Executive Director, Community and Environmental Services
Strategic impact Good rail services encourage businesses to invest in the county, facilitate business to business interaction and provide services enabling people to get into work. They are also important for leisure trips, and bringing forward sustainable growth and easing road congestion. The government consultation on community rail is examining how community rail can best contribute to four strategic themes, see below.	

Executive summary

Government has launched a consultation on the future of its community rail strategy; the first time that this has been reviewed since 2007. The outcome of this will affect the two current community rail lines within the county: the Bittern Line and the Wherry Lines. The government consultation is based around four themes:

- Connecting people to places and opportunities
- Supporting communities, diversity and inclusion
- Supporting local and regional economies
- Suggesting innovative ways to improve the way the railway works.

Norfolk County Council will be responding to the consultation. It is also likely that other stakeholders will want to respond to the consultation to help shape the future strategy. This report summarises the consultation and is asking for the Norfolk Rail Group's comments to help shape responses.

A full list of consultation questions is included in Appendix A.

Recommendations:

The Norfolk Rail Group is asked to:

- **Note the consultation**
- **Raise any issues that they consider important so that they can be used to help shape individual responses to the consultation.**

1. Proposal (or options)

- 1.1. This report brings the Norfolk Rail Group's attention to current government consultation on community rail. The Rail Group is asked to note the consultation and raise any issues that they consider important. These can be used to help shape individual responses to the consultation.

2. Summary of the consultation

- 2.1. Government launched its *Future of Community Rail Strategy* in November, with a closing date of 28 January 2018. The consultation sets out that community rail is “*all about connecting communities and their railways through community-based partnerships, groups, organisations, social enterprises and volunteers....In England and Wales, a community rail line is a railway supported by a local partnership organisation with an aim to engage local people in the development and promotion of the routes, services and stations.*”

- 2.2. There are two community rail lines in Norfolk: the Bittern Line from Norwich to Sheringham; and the Wherry Lines from Norwich to Great Yarmouth and Lowestoft. Both have active partnerships overseeing design and delivery of annual programmes of activities, much of which is delivered through volunteers. Community Rail Norfolk has been set up to manage and coordinate the work. Funding is provided through a range of partners, with the majority being provided by Greater Anglia.

- 2.3. Government last reviewed community rail policy in 2007. Government has identified four themes which they think to be a good fit with the aspirations of the community rail sector. The consultation is designed around these themes:

- Connecting people to places and opportunities
- Supporting communities, diversity and inclusion
- Supporting local and regional economies
- Suggesting innovative ways to improve the way the railway works.

2.4. **Connecting people to places and opportunities**

This section is about improving the end-to-end journeys for passengers. Amongst other things it notes that government has not actively promoted the introduction of new partnerships, and is asking about the pros and cons of it doing so.

2.5. **Supporting communities, diversity and inclusion**

The document notes that this theme strongly aligns with continuing to increase the accessibility of the rail network, including for customers with disabilities, as well as government's aim of achieving more integrated communities.

The consultation asks about the role of community rail in supporting this, and how it might best be achieved.

2.6. **Supporting local and regional economies**

This theme aligns with boosting economic growth and prosperity. The consultation asks about community rail's role in increasing employment, education and training opportunities, and supporting small businesses and social

Appendix A

Full list of Questions in Community Rail Consultation

Theme: Connecting people to places and opportunities

Question 1a: What role can community rail play in improving end-to-end journeys?

Question 1b: How can community rail help to:

- Make Journeys more sustainable?
- Encourage more healthy travel?
- Reduce the environmental impact of travel?

Question 2: How can community rail help:

- Communities have a voice in influencing the provision of rail?
- Complementary transport services and development of the rail network?

Question 3: Where should the Government encourage community rail to develop on parts of the network currently without active CRPs or other community participation?

Theme: Supporting communities, diversity and inclusion

Question 4a: What is the role of community rail in supporting:

- Community cohesion?
- Promoting diversity?
- Enabling social inclusion?

Question 4b: How is this best achieved?

Question 5: How can community rail help to make sure that the railway is accessible to as many people as possible?

Theme: Supporting local and regional economies

Question 6: How can community rail support local economies and railways grow through:

- Increasing employment?
- Education and training opportunities?
- Supporting small businesses?
- Social enterprise development?

Question 7: What role can community rail play in making best use of:

- Station buildings?
- Railway land?

Theme: Suggesting innovative ways to improve the way the railway works

Question 8: How can community rail be best supported to act:

- Innovatively?
- Effectively?

Question 9: What opportunities are there to secure a:

- Diverse income base for community rail?

- Sustainable income base for community rail?

Question 10: How can community rail designation be developed to more fully realise its potential?

Question 11: How can community rail:

- Support the development of rail line and stations improvement?
- Contribute to the development of rail line and station improvement?
- Make greater use of heritage railways?

Question 12: Do you have any other comments on how Government can best support the future of community rail?