

D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY

Update on HS2

1. PURPOSE OF REPORT

- 1.1 To update the Joint Committee with: an overview of the general responses from Derbyshire authorities in relation to the HS2 consultation; progress against the various workstreams and emerging plans for maximising the economic benefits of HS2 and mitigating the adverse impacts of the scheme.

2 DISCUSSION/ DECISION REQUIRED BY THE MEETING

- 2.1 **It is requested the Joint Committee considers the content of this report, and in particular, the work being undertaken by local authorities across Derbyshire and the wider East Midlands and comments on additional issues or areas for consideration to be taken forward in the relevant project areas.**

3.0 ISSUES

Government Consultation on HS2 Route Refinement

- 3.1 In November 2016, the Government announced plans to consult on 'route refinement' changes to the Birmingham - Manchester and Birmingham - Leeds sections of HS2. Three of the seven proposals put forward would have a direct impact on Derbyshire. These are:
- A new alignment for HS2 north of Junction 29 passing closer to Bolsover, and broadly following the M1/ M18 corridor. This alignment also necessitates a longer spur to the proposed maintenance depot at Staveley.
 - A new spur linking the main HS2 line near Hilcote to the existing Erewash Valley railway near Stonebroom. This would enable high speed 'classic compatible' trains to serve Chesterfield and Sheffield Midland stations.
 - An elevated route through Long Eaton with the high speed line crossing the A6005 and other roads in the town on an extended viaduct.
- 3.2 A series of information events have been held in communities affected by the proposed route to explain the plans in more detail and to answer questions from local residents. These events have been well attended, indicative of the level of public interest in the proposals; the Long Eaton event, for example,

attracted over 2200 people, the highest daily total HS2 has recorded at any event.

- 3.3 Consultation closed on 9 March 2017, and it is understood that a number of individual local authorities in the region have responded to reflect the priorities and concerns of their areas. General themes emerging from the consultation responses include:
- The need to maximise the economic growth potential provided by the proposed Hub Station at Toton, the high speed rail services to Chesterfield and the depot at Staveley – this includes ensuring the economic benefits extend beyond the immediate geographies of the HS2 stations and support for local supply chains
 - Concerns about the impact on local communities and environmentally sensitive areas
 - The need to minimise any adverse impact on existing businesses
 - The impact on proposed development sites
 - Requests to formally rescind the previously published route to reduce remaining blight and uncertainty.
- 3.4 The proposed spur is a particular concern for communities in the Newton and Hilcote area. Representations have been made by the County Council and others requesting that consideration be given to alternative options for this spur, including the possibility of providing a link to the 'classic' rail network at Toton, thus obviating the need for the spur at Hilcote.
- 3.5 In light of the concerns raised around detrimental impact, the HS2 East Midlands Strategic Board has established the Mitigation Group. This is chaired by officers from Derbyshire County Council and includes representatives from authorities directly affected by the proposals. The Group will: enable potential impacts and mitigation measures to be considered at a regional level; allow common themes to be identified and explored; and best practice to be shared between authorities.

HS2 Western Leg (Birmingham - Manchester)

- 3.6 Whilst the main focus of discussion and activity by D2N2 local authorities has been on the proposed route through the east of Derbyshire, the western leg of HS2 (from Birmingham to Manchester) is of significance to areas in the west and north-west of the County. To ensure these areas benefit from HS2 and associated development it will be important to ensure the existing rail links to Manchester Piccadilly are maintained and improved. Good road access to the proposed station at Manchester Airport is also important. This will require completion of the A6 Manchester Airport Relief Road (MARR) and further development of the A57 improvements at Mottram and Tintwistle and the proposed A6-M60 link to relieve the heavily congested road network in this area. The wider economic impact of HS2 services in Chesterfield has the

potential to link the East and West legs of the route in west and north western Derbyshire, particularly in and around High Peak.

HS2 Regional Growth Strategy

- 3.7 Considerable progress has been made in recent months to develop a regional HS2 Growth Strategy including, more recently, plans for the Chesterfield and Staveley areas. This work has benefitted from Government funding made available through D2N2 and a report recently considered by the D2N2 HS2 Board is attached at Appendix 1 to this report.
- 3.8 Government has requested the submission of an East Midlands Growth Strategy by July 2017. This involves a considerable amount of work and is being undertaken in consultation with the HS2 Growth Partnership. A number of different work streams have been identified and this work will need to be co-ordinated effectively.

Hub Station (Toton)

- 3.9 The proposals for an East Midlands Hub station at Toton have been in the public domain since 2013. The station would occupy a large brownfield site south of the A52 about a mile east of M1 Junction 25. The station is seen as serving Derby, Nottingham and wider areas of Derbyshire, Nottinghamshire and Leicestershire. It will transform strategic rail connectivity, providing access to London in around 51 minutes and Birmingham in 19 minutes; journey times to South Yorkshire, Leeds and Newcastle will also be dramatically improved.
- 3.10 The studies that are being commissioned seek to maximise the economic growth potential of the planned investment and the location of the station (immediately east of the County boundary) means there are potentially significant implications for a number of Derbyshire authorities. A particular focus of the studies will be to establish the scale and form of development in the immediate vicinity of the proposed station. In undertaking this work the consultants have been asked to adopt an ambitious, yet realistic, approach.
- 3.11 Other studies being undertaken include the development of a skills strategy taking into account the new job opportunities that will be available and consideration of the infrastructure that will be needed to support the HS2 station and associated development. Ensuring good connectivity to the station will be vital and studies have been identified to consider public transport and highway access to the station including, the development of a multi-modal study for the A52 corridor..

Chesterfield/Staveley

- 3.12 The proposals to serve Chesterfield by 'classic compatible' trains is relatively recent and there is some 'catching up' to do in terms of work to identify and assess the extent of opportunities and economic benefits for Chesterfield and wider areas of north, central and western Derbyshire (and northern

Nottinghamshire). The HS2 East Midlands Strategic Board has agreed £60,000 to support this work, and it will be important to ensure the level of activity and resourcing for the Chesterfield/ Staveley Growth Strategy is commensurate with that of the Toton Hub.

3.13 The aim of the Growth Strategy (outline provided at Appendix 2) is to spread the economic benefits over wider areas of north, western and central Derbyshire and north Nottinghamshire. In the short term, however, three studies have been identified as needing external support to ensure the Strategy is prepared on time:

- **Connectivity to Chesterfield Station** – improved links by road, public transport, walking and cycling
- **Chesterfield Station Master Plan** – a high level view of potential development in the vicinity of the station that may benefit from the high speed train service
- **Construction site at Staveley Depot** - the feasibility of using the Staveley Depot site as a main construction site for HS2 and the barriers to be overcome.

3.14 There is strong collaborative working of officers from a number of local authorities to ensure work on this aspect of the Growth Strategy progresses well. Work is also being supported by input from East Midlands Councils (EMC), HS2 Growth Partnership (HS2GP), the D2N2 LEP and Sheffield City Region (as appropriate). Aecom is providing external support and expertise (study report due end of May 2017) to ensure the demanding timescales for completion on the Growth Strategy are met.

3.15 The previous Board which was set up to develop proposals for the Staveley Maintenance Depot is looking to expand to include other interested parties and be 're-cast' to drive forward the Growth Strategy. At a meeting of the Chesterfield/ Staveley Board (new name to be confirmed) on 16 March, a brief discussion took place regarding appropriate membership of an expanded Board and it is likely the D2 Joint Committee and the HS2 Strategic Board will provide input into the discussion. A report will be submitted to the East Midlands HS2 Strategic Board on 22 March providing a full update on progress to date.

3.16 The work on Chesterfield and Staveley will need to be dovetailed into the wider East Midlands work and the various consultants are being encouraged to work co-operatively to provide a co-ordinated Strategy for submission to Government.

4.0 NEXT STEPS

4.1 The Government will now consider its response to the consultation on the route refinement proposals and is expected to announce its decision later this year. In the meantime, HS2 will continue to develop its proposals in more detail, working closely with local authorities on the line of the route. Local authorities

will have the opportunity to influence decisions of an essentially local nature - for example, the routes to be used by construction traffic - and arrangements are being made for councils to be reimbursed for the cost of work specifically requested by HS2 Ltd.

- 4.2 This detailed work will lead up to the deposit of a hybrid Bill in 2019 which will provide Government with the authority to buy the land and construct the route. The parliamentary phase is expected to last about three years, with construction of the route starting in 2023. The line is expected to be open by about 2033.

5.0 RECOMMENDATIONS

- 5.1 That the Joint Committee notes the headline themes emerging from the Government's consultation.**
- 5.2 That the Joint Committee considers the activity being undertaken in relation to the preparation of the Regional HS2 Growth Strategy and provides comments on relevant issues for further consideration.**

D2N2 Board

10 March 2017

Item 0: HS2 Growth Strategy Delivery Update

1. Introduction

- 1.1 This paper summarises current work on the development of the East Midlands HS2 Growth Strategy. It goes on to set out a Commissioning Budget for the next phase of work up to the submission of the Growth Strategy in July 2017, including work in and around the Hub Station at Toton, Chesterfield and the Staveley Depot.

2. Growth Strategy Tranche 2 Funding

- 2.1 Following discussion at the last Strategic Board meeting and subsequent endorsement by the EMC Executive Board and the D2N2 Board, a submission was made to the Government to draw down the remaining £625,000 of Growth Strategy funding originally announced in the Government's 2015 Command Paper on the 16th December 2016.
- 2.2 The Government accepted the submission on the 30th January 2017, and the funds will be made available through D2N2 by the end of March 2017. The total amount of funding available to complete the Growth Strategy (excluding partner contributions & Midlands Connect funding) will be:

GS Tranche 1 uncommitted:	£308,000
GS Tranche 2	£625,000
Total GS Funds Available	<u>£933,000</u>

3. Commissioning Budget

- 3.1 Working with the HS2 Growth Partnership, a 'commissioning budget' has been developed identifying the work that will need to be undertaken over the coming months to inform the July 2017 submission (highlighted in orange below), and longer term work to inform the development of the Phase 2b Hybrid bill (highlighted in green below).

Commission	GS Funds	Description
Delivery & Funding Mechanisms	153,000	This study is underway and will set out a financial model to fund key investments and proposals for a delivery body to take forward implementation, covering the Hub Station, Chesterfield and Staveley.
Development Infrastructure Funding (DIF)	100,000	A draft brief for this study was agreed by the 25 th January Strategic Board and procurement will be completed w/c 6 th March. It will produce a high level infrastructure capacity and needs exercise to demonstrate the scale of investment required to deliver the Growth Strategy covering the Hub Station, Chesterfield and Staveley.
Toton Development Framework	140,000	A draft brief for this study was agreed by the 25 th January Strategic Board and procurement will be completed w/c 6 th March. It produce an ambitious yet realistic vision for the scale and form of development around the Hub Station and a route map for its delivery. To be overseen by the Hub Station Delivery Board.
Chesterfield Development	60,000	This will be developed in partnership with Chesterfield Borough Council and Derbyshire County Council, and will follow a similar format to the Toton

Framework		Development Framework. The Government expects that the study should be joint funded with HS2 Growth Strategy resources allocated to Sheffield City Region, giving a total budget of £120,000. To be overseen by the Chesterfield & Staveley Delivery Board.
Skills Strategy Phase 2	50,000	A draft brief if this study was agreed by the 25 th January Strategic Board and procurement has been completed. To be led by Nottinghamshire County Council to inform the July 2017 submission.
Toton Freight Depot Options Concept Study	25,000	This is a study to look at strategic options for re-locating the rail freight depot to free up additional land at Toton for high value economic uses. To be taken forward jointly with Network Rail to inform the July 2017 submission.
M1 J25 Hub Station Access Concept Study	25,000	This is a study to develop an initial proposition for highway access to the Hub Station building on work already carried out through Midlands Connect, to inform the July 2017 submission.
Public Transport Concept Study	25,000	This is a study to develop an initial strategic concept for heavy rail services serving the Hub Station to inform the July 2017 submission.
Tram Route Assessment Concept	25,000	This is a study to undertake an initial prioritisation on alternative tram/BRT routes previously identified to inform the July 2017 submission.
Hub Station Design Support	120,000	This will be used to procure a specialist technical support to work with HS2 Ltd's design consultants (when procured) to inform the Phase 2b Hybrid Bill, to ensure the Hub Station is capable of facilitating the delivery of the Growth Strategy.
A52 Corridor MMS	100,000	This is an initial contribution to the development of a Multi-Modal Study for the corridor that will inform the Phase 2b Hybrid Bill which will focus on model development. Additional contributions from Midlands Connect, HE and HS2 Ltd are anticipated to deliver the whole study.
Classic Compatible Full Business Case		This will be led by Midlands Connect and will build on EM work previously undertaken and will inform the Phase 2b Hybrid Bill. No further EM Growth Strategy contribution anticipated.
Heavy Rail Access including Trent Junction		This will be led by Midlands Connect and will build on the Midlands Connect SOBC work to be completed by the end of March 2017 and will inform the Phase 2b Hybrid bill. No further EM Growth Strategy contribution anticipated.
Programme Management	60,000	Contributions towards HS2 Executive Team. Contributions (in-kind or cash) secured/expected from key partners
Contingency	50,000	Available to meet any budget shortfall or additional work
Total	933,000	

- 3.2 A large amount of inter-dependant technical work will be commissioned and delivered in a short space of time in order to inform Growth Strategy submission in July 2017 (summarised below). In line with the agreed MoU with the Strategic Board, The HS2 Growth Partnership will play a key role in managing the delivery the work programme and ensuring that, as far as possible, the consultants for different studies act as part of an integrated team.
- 3.5 The more detailed work to inform the Phase 2b Hybrid bill will take place over a longer time-period, with the transport elements being taken forward through the Midlands Connect 3 Year Programme funded by additional £12 million of support announced by Government in October 2016.
- 3.6 In addition the Strategic Board has established a Mitigation Officer Group to share experience and best practice across the East Midlands to inform the Hybrid Bill process, which will be chaired by Derbyshire County Council.

4. Chesterfield and Staveley Depot

- 4.1 The Government's proposal to serve Sheffield Midland Station with classic compatible services via an electrified Erewash Valley Line (in preference to a new station at Meadowhall) raises the exciting opportunity of Chesterfield being served by high speed rail services – reducing journey times to London to 71 minutes. Journey time savings to the north would result if the loop back onto the HS2 line north of Sheffield were also to be completed.
- 4.2 There are already proposals for major housing and employment development around Chesterfield Station including the Chesterfield Waterside and Northern Gateway. The Town Centre Masterplan already indicates development opportunities and potential improvements within the 'Station Arrival' character area and will be used as the starting point for any further master-planning work related to the station. The significant growth that is planned in this area will further contribute to the demand for high speed rail services and could form the basis of a 'Northern Growth Zone'.
- 4.3 The remit of the former Staveley Depot Delivery Board has been widened to include consideration of Chesterfield station. It will be important to ensure the membership of the Delivery Board reflects the full economic impact of what is now proposed across the 'Northern Growth Zone'. The Government has made it clear that it expects the Chesterfield Development Framework study overseen by the Delivery Board to be jointly funded by SCR HS2 Growth Strategy funding – the first tranche of which has also now been released by Government. This work will also feed into the wider East Midlands DIF and Funding and Delivery Mechanisms studies.

5. Recommendation

- 5.1 The D2N2 Board is invited to:
- Endorse progress on the development and delivery of the HS2 East Midlands Growth Strategy

Key Contacts

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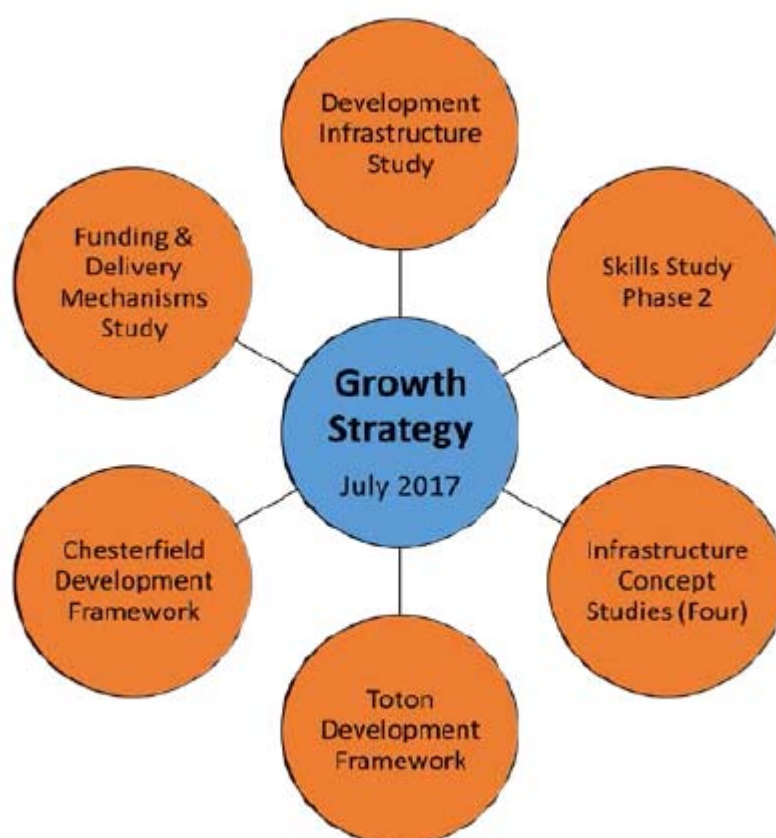
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HS2 Staveley Maintenance Depot Board

16th March 2017

Chesterfield studies to support growth strategies

1. At the last meeting of the Board, a presentation was given outlining the themes that were considered important to address in order to maximise the opportunities of HS2 across north Derbyshire and beyond (economy, connectivity and capacity, housing, masterplanning, governance). Further work on these themes will support the development of both the East Midlands and Sheffield City Region growth strategies. With the former due to report to Government in July, it is important that work is commissioned to provide appropriate and timely outputs to feed into the final EM strategy. The relationship between this work and other studies underway is summarised in the diagram below.



2. At the January 2017 meeting of the HS2 East Midlands Strategic Board, an allocation of £60k was approved to support the work needed, subject to the scope for this being signed off by the Chair of the group. A draft specification for this work has now been developed by officers following a number of discussions. The latest version of this is attached as appendix A, though the Board is asked to note that a

meeting of consultant teams is taking place on Monday 13th March which is likely to give rise to some further changes. An update on that meeting is on the Board's agenda.

3. The scope has focused on the three areas that partners have agreed are most in need of further external work between now and July. These are not the only areas of work that will be undertaken (officers will also be working more on the economic and housing potential, for example). Nor are they the only areas that will require work in the medium term – the focus here is the short term activity to support a July strategy deadline. Rather, they are the gaps that officers consider require filling that are not already covered by other studies underway. In summary the three areas are:

- **Station connectivity**, in particular to the public transport and road networks and producing some early options for how this might be improved
- **Station masterplanning**, a high level view of what development could look like at and around the station to support our economic ambitions and make the most of high speed rail stopping at the station
- The use of the **depot for the construction phase**, in particular reviewing the potential impact of this and barriers that may need to be overcome

4. In addition to the funding approved by the EM board, there is likely to be some remaining resource from an earlier allocation of funding to support the development of the depot site that can be used for the third of the areas described above. In addition, there is an allocation, pending approval from government, to Sheffield City Region that makes provision for supporting this activity and could be called on should the existing resources prove insufficient for the work required. SCR has also made provision for work – likely to be more detailed masterplanning around the station – beyond July 2017, the scope of which would come to this Board for consideration.

5. Whilst details have not been agreed, the consultants working on this activity, as well as those working on parallel studies, are likely to require time from Board members to shape and discuss emerging ideas. Dates for this will be set as soon as possible.

6. The Board is asked to endorse the areas of focus for further work between now and July and agree to support the teams of consultants to shape the outcomes of the work.