

D2 JOINT COMMITTEE FOR ECONOMIC PROSPERITY

22 November 2019

HS2 PROGRAMME UPDATE

1. Introduction

- 1.1 This report provides an overview of national, regional and local activity on HS2.

2. National Context

- 2.1 The chairman of HS2 Ltd Allan Cook published his 'stocktake' on the progress of the project on the 3rd September 2019. He report confirmed that:
- The cost of Phase 1 (London to Birmingham) will rise from £27 billion to £36-£38 billion, and will be completed between 2028-31 – rather than by 2026.
 - Phase 2a (Birmingham to Crewe) should be incorporated into Phase 1, and costs will rise from £3.5 billion to £3.6-4.0 billion.
 - The cost of Phase 2b (Crewe to Manchester & Birmingham to Leeds via the EM) will rise from £28.6 billion to £32-£36 billion and will be completed between 2035-2040 rather than by 2033.
 - There is an opportunity to look at delivering Phase 2b in smaller sections – linked to the delivery of NPR and Midlands Connect priorities.
- 2.2 The report went on to stress that the benefits of HS2, both nationally and locally, were significantly underrepresented by the Government's 'green book' economic appraisal methodology. Allan Cook's full report is available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/828771/hs2-chairmans-stocktake.pdf
- 2.3 This 'stocktake' has fed into a wider review of HS2 commissioned by the Prime Minister which is being led by Douglas Oakervee (a former Chair of HS2 Ltd). Membership of the Panel and full terms of reference for the Review are available at: <https://www.gov.uk/government/publications/hs2-independent-review-terms-of-reference/terms-of-reference-for-the-independent-review-of-hs2>

- 2.4 The East Midlands Strategic Board chaired by Cllr Kay Cutts MBE made a submission direct to the Panel summarising the evidence base underpinning the East Midlands HS2 Growth Strategy, and making the wider economic base for delivery of the Eastern Leg of HS2. The submission is available on the EMC [web-site](#).
- 2.5 The East Midlands submission complemented a wider strategic response by Midlands Connect and place-based submissions from the West Midlands Combined and the Constellation Partnership (Crewe, Stoke and Staffordshire). Transport for the East Midlands (TfEM) have written in support of the East Midlands submission, as have a number of MPs.
- 2.6 Cllr Kay Cutts MBE and Cllr Tish Gilby as Chair of the Chesterfield & Staveley Delivery Board met Douglas Oakervee along with Sir John Peace in the East Midlands on the 25th September 2019 to discuss the regions HS2 proposition and evidence base.
- 2.7 The Oakervee Report's conclusions has been subject to extensive press speculation but will now not be published until after the General Election.

3. Connectivity to the HS2 Hub Station at Toton

Local Connectivity

- 3.1 Local connectivity to Hub Station and Innovation Campus from the surrounding communities of Toton, Stapleford and Long Eaton will be a key to ensuring that the development is acceptable to local communities and addresses existing severance and congestion issues.
- 3.2 The Toton Delivery Board met on the 11th September 2019 and considered the emerging masterplan for the Hub Station and surrounding area, which includes provision for the following local connectivity interventions:
- Pedestrian and cycleway links across the site;
 - Local Highway access from Toton Lane (HIF bid proposal);
 - Local Highway access from Long Eaton and Stapleford; and
 - NET extensions to the Hub Station and Long Eaton (Asda).

Strategic Connectivity: East Midlands Gateways Connectivity Study

- 3.3 The East Midlands HS2 Growth Strategy sets out a comprehensive connectivity strategy based mode/market split. This approach recognises that that Hub Station and Innovation Campus will be served by a variety of modes appropriate to different markets and localities.
- 3.7 Whilst it will be important to maximise opportunities for access by different forms public transport, cycling, walking, there will still need to be effective road access supported by a proportionate car parking strategy. The challenge is to

set out a mix of interventions that are individually deliverable, operationally viable and collectively add up to more than the sum of their parts.

3.8 As a result, the emerging package of interventions is based around two phases: a package of measures which aim to be in place at around the time the Hub Station opens ('Day 1'), and a package of longer term measures which will be deliverable after HS2 opens and which can respond to changing patterns of travel demand.

3.9 The initial package of measures is likely to include the following:

- The local connectivity measures set out under paragraph 3.2 above;
- Enhanced local and sub-regional bus strategy;
- Bus Rapid Transit (BRT) from Derby to the Hub Station;
- 4 conventional trains per hour between Derby & Nottingham via the Hub Station (requiring the proposed Trowel Curve);
- Conventional Compatible HS2 Services between Bedford-Leicester-Leeds & Nottingham – Birmingham (requiring the junction within the Hub Station proposed by Midlands Connect);
- New rail service between Mansfield and the Hub Station via Ilkeston and Langley Mill (the Maid Marian Line) – subject to further testing.

3.10 Following further consideration by officers, a final recommended package of 'Day 1' and longer term interventions will be presented to the HS2 Executive Board on the 23rd January 2020.

M1J25 & A52 Access

3.11 Highways England has been a key partner in the Gateways Study and has made a significant financial contribution to the modelling costs. Although some initial work was carried out on a phased highway solution which is reflected in the East Midlands HS2 Growth Strategy published in 2017, Highways England have lacked the resources to take this proposal any further.

3.12 In addition, it seems unlikely at the present time that Highways England will receive any scheme development funding in RIS2 (2020-25) for M1J25/A52 Access – although this was specifically highlighted by TfEM and Midlands Connect in representations made to Government on priorities for RIS2.

3.13 In the absence of a specific scheme, Highways England have agreed a notional set of outcomes and costs for the purposes of Gateways Study. Although far from ideal, this approach does allow high level SOBCs to be developed for the other elements of the emerging package.

4. Proposals for a Locally-Led Development Corporation

4.1 The initial proposition covers the land around the Hub Station at Toton plus the adjacent Chetwynd Barracks, East Midlands Airport and Ratcliffe Power Station. The emerging work to inform the business case has been discussed

by regular meetings of a Development Corporation Executive Group (officers) and Oversight Board (Members), and informed by three separate commissions funded by Government:

- **Commission 1: Vision and Narrative** - led by Wolff Olins
- **Commission 2: Strategic and Economic Case** – led by Arup with AMION and Cushman & Wakefield
- **Commission 3: Route Map and Legal Structure** - led by Grant Thornton and Pinsent Masons

4.2 A final submission on the case for a locally led Development Corporation is due to be submitted to Government in March 2020

5. Chesterfield & Staveley

5.1 The prospect of a HS2 connection at Chesterfield Station is already driving major regeneration of the town centre and adjacent commercial areas. The potential benefits of HS2 for the Chesterfield area include:

- Better connectivity for the one million people already living within 30 minutes of the station;
- 4,740 new homes and 10,220 new jobs;
- £270m net additional GVA; and 176 ha of brownfield land brought back into use; and
- Establishing an international gateway into the Peak District National Park.

5.2 A comprehensive Chesterfield HS2 station master-plan has been developed to provide a framework for public and private investment which will be given statutory weight through incorporation into the adopted Local Plan in 2020.

5.3 A new HS2 Infrastructure Maintenance Depot (IMD) at Staveley will help generate hundreds of new high quality engineering jobs within some of the most deprived communities in England. In the short term, the Depot could also provide a construction base for HS2 to align with the current plans to make the nearby Barrow Hill Roundhouse a rail industry 'centre of excellence' linked to the High Speed Rail College and the research and development capabilities of the Universities of Newcastle and Derby.

5.4 The prospect of HS2 co-investing in Staveley is already helping to energise landowners to bring forward a 150 hectare brownfield site, with planning applications already submitted for a new mixed-use housing and employment zone comprising around 1,500 homes and new leisure and commercial development around a revitalised Chesterfield canal.

5.5 Derbyshire County Council has also submitted proposals for the 'Chesterfield-Staveley Regeneration Route', which will enable this major development to proceed in parallel with HS2's investment in the IMD. The road scheme is one of just four that have been prioritised by Midlands Connect in July 2019 for

'Large Local Majors' funding from the Department for Transport for the period 2020-25.

- 5.6 The Chesterfield & Staveley Delivery Board has recently commissioned further technical work to establish the business case for increasing the HS2 service provision at Chesterfield to two stops per hour, and for using the Staveley IMD as a base for the construction of HS2.

6. Recommendation

- 6.1 Members are asked to consider the issues set out in this report and direct officers accordingly.

Andrew Pritchard
20 November 2019