

EAST MIDLANDS HS2 GROWTH STRATEGY

Interim Submission

September 2016

East Midlands HS2 Strategic Board

East Midlands Councils

D2N2 LEP

Leicester & Leicestershire LEP

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Foreword

HS2 is a once in a generation opportunity for the communities and businesses we serve. At long last, we will be able to benefit from the kind of world class transport infrastructure that other countries and cities have taken for granted.

HS2 will transform connectivity between our local economies and those of the West Midlands, the North of England and Scotland, as well as with London and the South East. It will release capacity from the existing rail network for more local services. It will open up new development opportunities for jobs and housing. It will provide massive business opportunities to our world class rail engineering sector and for firms working in the construction industry.

But this potential will not be realised without strong local leadership and a clear vision for what success looks like. That is why we have come together through the East Midlands HS2 Strategic Board to develop a comprehensive HS2 Growth Strategy, which will sit within the emerging Midland Connect Strategy and the Midlands Engine initiative.

This document just represents work in progress. There is more to do before we finalise the Growth Strategy in 2017. However, it shows the scale of our ambition and the commitment of local leaders to make the most of this fantastic opportunity.

CLlr Jon Collins
Chair of East Midlands HS2 Strategic Board

CLlr Anne Western CBE
Vice Chair of East Midlands HS2 Strategic Board

Peter Richardson
Chair of D2N2 LEP

Nick Pulley
Chair of Leicester & Leicestershire LEP

Executive Summary

1. The development of HS2, including the development of a Hub Station at Toton and a Maintenance Depot at Staveley, has huge economic potential for the East Midlands.
2. Independent research commissioned from KPMG suggested that the benefits could be between £1.1 and £2.2 billion per year GVA. This reflects the potential for HS2 to radically improve connectivity between the local economies of the East Midlands with those of the West Midlands, the North of England and Scotland - as well as London and the South East.
3. But this economic potential will not be realised without strong locally led action. The work we have done so far has highlighted the growth potential of a number of key sectors, sites and locations that will benefit directly and indirectly from the proposed HS2 investment.
4. Our initial analysis has highlighted the potential to improve transport linkages between the HS2 network and key growth opportunities. We are proposing to develop Outline Business Cases for those interventions that show the greatest potential.
5. The functional design of the Hub Station can either enable or frustrate improved accessibility to key growth opportunities. We have set out a series of design principles and concept design for the Hub Station that would maximise accessibility growth potential, to inform the work of HS2 Ltd and the Hybrid Bill process.
6. We have assessed the requirement for skills associated with construction of HS2, and have set out initial proposals to help local people access local employment opportunities.
7. We have signed a Collaboration Agreement with the Government's HS2 Growth Partnership and established a small Executive Team to drive forward the development of the Growth Strategy.
8. We intend to develop proposals for a Local Development Company to promote the delivery of key development opportunities and a 'Strategic Transport Body' to promote the delivery of key connectivity improvements. We are looking at ways at accessing private sector funding to reduce the requirement for public investment.
9. We intend to publish a final East Midlands HS2 Growth Strategy by the end of September 2017.

Section 1: Our Economic Vision

Summary

We have gone back to first principles and looked at the economic drivers that are likely to shape economic growth over the coming decades. From this we have set out an economic vision for how we can use HS2 to deliver a more productive and resilient economy across the East Midlands.

Working through the HS2 East Partnership, we have made an assessment of the economic benefits of improving connectivity between the local economies of the East Midlands with the North East of England and with Scotland, maximising the economic potential of the Eastern Leg of HS2

We are working through the Midlands Connect Partnership to identify additional opportunities to use HS2 to maximise agglomeration benefits across the Midlands, to be published as part of the Midlands Connect Strategy in March 2017.

We have undertaken a comprehensive analysis of key sites and locations across the East Midlands which we believe have the potential to benefit either directly or indirectly from HS2. Locally owned spatial planning frameworks have been developed for the areas around the Hub Station and the Staveley Depot.

Finally we are keen to work with industry bodies to develop a comprehensive approach to supply chain development that our world class rail engineering sector can fully benefit from HS2 investment.

1.1 Strategic Economic Potential

- KMPG report
- LEP SEPs (D2N2 & LLEP)
- HS2 East
- Midlands Connect

1.2 Key Growth Opportunities

- Volterra Report
- Ekosgen Report
- Summary Diagram/Map
- Emerging Master Plans for Toton & Staveley
- Links to East Midlands Airport & SRFI Development (Roxhill)

Section 2: Skills & Supply Chain Opportunities

Summary

We have undertaken an assessment of the local skills requirements result from the construction of both phases of HS2, and set out some initial proposals to ensure local people receive the necessary training to access employment opportunities.

Skills & Supply Chain Opportunities

- Rail Forum East Midlands Research
- Training Centre at Staveley Depot

Section 3: Emerging Connectivity Priorities

Summary

We have assessed a range of options for improving connectivity between the Hub Station and the key economic growth opportunities in the local area, surrounding cities and further beyond, including:

- options for heavy rail connectivity, including dedicated shuttle and classic compatible services;
- options for strategic tram (NET) extensions or Bus Rapid Transit linkages; and
- options for bus/taxi, cycling and pedestrian access from surrounding communities.

We are undertaking initial prioritisation of these options and will produce Outline Business Cases for those options that have the greatest potential as part of the final Growth Strategy in 2017.

We are very keen to start work with Highways England and HS2 Ltd to identify options for direct access from the A52 to the Hub Station and to mitigate pressure on strategic and local roads. We believe that improving public transport access to the Hub Station will help to reduce the number of journeys made by the private car.

3.1 Strategic Connectivity

- Road (HE/LTA)
- Heavy Rail (NR Studies)
- Classic Compatible Connectivity (SLC Study)
- Advancing the Birmingham to EM Hub Station link.

3.2 Sub-regional Connectivity

- NET/BRT (Nottingham City Council Studies)
- Coach Service
- Nottingham-Derby Metro

3.3 Local Connectivity

- Local Bus Services (Trent Barton)
- Taxis
- Cycling & Walking (Broxtowe)

Section 4: Hub Station Design Principles

Summary

The functional design of the Hub Station can either enable or frustrate connectivity to key economic opportunities, particularly by public transport.

We have set out a series of functional design principles for the Hub Station that would maximise accessibility and economic growth potential. We want to use these principles as a basis for working in partnership with HS2 Ltd on the development of the Hybrid Bill and the detailed station design.

We want the Hub Station to become an inspiring 21st Century Gateway to the towns and cities of the East Midlands.

- A Multi-Modal Hub Station (based on Farrels Report)

Section 5: Governance

Summary

Section 6: Next Steps

Summary

We have established a small HS2 Executive Team to drive forward the development of the Growth Strategy, reporting to the East Midlands HS2 Strategic Board. We have signed a Collaboration Agreement with the Government's HS2 Growth Partnership to help develop a commercial case for investment in key development opportunities related to HS2.

For the final Growth Strategy in 2017, we will develop a clear Implementation Plan, including Outline Business Cases for key interventions and proposals for new funding and delivery mechanisms that can help to unlock private sector funding.

We intend to develop a proposal for a Local Development Company to promote the delivery of key development opportunities and to explore options for establishing a 'Strategic Transport Body' to promote the delivery of key connectivity improvements.

- Establishment of HS2 Executive Team
- Collaboration Agreement with HS2 Growth Partnership
- Development of Outline Business Cases for key interventions
- Proposals to Establish a Development Company
- Proposals Funding and Delivery Mechanisms
- Proposals for a Strategic Transport Body
- Final Growth Strategy Submission (September 2017)

Section 7: Appendices

- 5.1 East Midlands HS2 Strategic Vision
- 5.2 Collaboration Agreement with the HS2 Growth Partnership

Appendix 7.1 Strategic Vision & Principles

Councils, LEPs, universities and colleges will work in partnership with the Government to ensure that high speed rail in the East Midlands delivers unique and sustainable places that are well connected by high quality infrastructure, for people who will benefit from enhanced employment prospects resulting from targeted investment in skills and business support.

‘...unique and sustainable places...’

1. High quality design that achieves an inspiring 21st Century Gateway to the towns and cities of the East Midlands:
 - an iconic yet highly functional Hub Station, with provision for business meeting space and surrounded by excellent public realm and accessible green infrastructure;
 - viaducts and bridges which have architectural merit but which are designed to minimise the impact of noise;
 - cuttings and embankments which are well integrated into the natural environment and provide opportunities to improve biodiversity.
2. Planned development that uses the locational advantages of the Hub Station to strengthen and re-enforce the roles of existing settlements across the East Midlands:
 - establishment of a major new high tech research/HQ institution adjacent to the Hub Station which adds value to the existing East Midlands offer;
 - well integrated, high quality, mixed tenure housing and employment development (including provision for relocated businesses), which makes best use of the land around the Hub Station and reflects the recently agreed Joint Core Strategy;
 - avoiding major retail development that would undermine the roles of existing centres;
 - maintaining the integrity of the Derby-Nottingham Greenbelt west of the M1;
 - continuing to invest in infrastructure elsewhere that supports the roles of existing settlements.
3. Making use of innovative and effective engineering solutions that avoid or mitigate the severance of communities and businesses in Long Eaton, Mansfield/Ashfield, Worksop and Chesterfield.
4. Using land value/business rate uplift and increased investor confidence around the Hub Station to address local regeneration priorities and to improve areas of low quality housing stock.

‘...that are well connected by high quality infrastructure...’

5. Ensuring that HS2 is additional to current levels of classic service provision and using released classic rail capacity to significantly improve connectivity:
 - post HS2 MML services should be re-orientated around even ‘clock face’ service pattern that would benefit Leicester and other stations along the line;
 - capacity released from the Midland Main Line must enable further improvements to connectivity between Derby, Leicester and Nottingham and the northern ‘core cities’, and enhanced services for Chesterfield, Loughborough, Market Harborough, Corby, Kettering and Wellingborough;
 - capacity released from the East Coast Main Line must enable enhanced services for Retford, Newark, Grantham and Lincoln;
 - capacity released from the West Coast Main Line must enable enhanced services for Northampton to both Birmingham and London.
6. Constructing direct links between HS2 and the Midland Main Line to allow some trains to run on both lines, increasing connectivity to Birmingham, the North of England and Scotland:
 - a link at the Hub Station to allow for direct services from Derby, Leicester and Nottingham to Leeds, Newcastle and Scotland via HS2;
 - provision for direct services from Nottingham to Birmingham via HS2.
7. Ensuring effective local multi-modal accessibility to the Hub Station:
 - regular and reliable heavy rail services from Derby, Leicester and Nottingham that do not compromise existing levels of connectivity between the three cities, and also from Mansfield/Ashfield & Worksop (via the Robin Hood Line) and local stations on the west of Nottingham and beyond;
 - extending NET to serve areas west of the proposed Hub station at Toton;
 - provision for direct access from Long Eaton, Toton and Stapleford for pedestrians, cyclists, buses, taxis and local car pick-up/drop off facilities, and effective public transport connectivity to the rest of the Greater Nottingham area;
 - access from the strategic road network which does not result in additional traffic congestion and associated environmental problems;
 - providing appropriate levels of well designed station car parking, whilst avoiding the development of a ‘parkway station’;
 - ensuring that communities in northern Derbyshire and Nottinghamshire also have effective access to HS2 stations in Sheffield and Manchester.
8. Using innovative technology such as Integrated flexible ticketing to allow people to undertake ‘seamless’ multi-modal journeys via HS2, classic rail and other forms of public transport at reasonable prices and without booking on a specific service – reducing reliance on the private car.

‘...for people who will benefit from enhanced employment prospects’

resulting from targeted investment in skills and business support.'

9. Rebuilding pride and excellence in the construction and manufacturing sectors through the development of a highly skilled local workforce:
 - working with established centres of excellence to train the next generation of engineers, working with the High Speed Skills college
 - establishing apprenticeships for HS2 construction and engineering jobs
 - focusing on STEM subjects in schools to help local children access such opportunities.
10. Maximising the economic potential of the Staveley Maintenance Depot, building on the established strengths of the local rail supply sector to create and maintain high value manufacturing and engineering jobs across the East Midlands.
11. Increasing connectivity to new and existing major employment opportunities, including:
 - East Midlands Airport;
 - East Midlands Gateway (Freight Interchange);
 - the former Stanton Iron Works site
12. Ensuring that local companies have a fair chance to win contracts to design and build HS2 and the required rolling stock:
 - establishing a dedicated rail engineering support initiative to further boost the competitiveness of the sector;
 - encouraging local participation at HS2 procurement events.

Appendix 7.2 East Midlands - HS2GP Collaboration Agreement

PARTIES

East Midlands HS2 Strategic Board and HS2 Growth Partnership (HS2GP)

HS2GP is a partnership between LCR and HS2 Ltd bringing together LCR's station development and regeneration capability and HS2 Ltd's station delivery programme to support the regeneration objectives of the East Midlands HS2 Strategic Board and other Local Places. LCR will act as the contracting entity on behalf of HS2GP as and when necessary.

Collaboration Agreement

HS2GP will work collaboratively with the East Midlands HS2 Strategic Board and its members over the next 12-18 months to support them in delivery of their HS2 Growth Strategy, including:

- **The production of an investable masterplan for the Toton station area.**
This masterplan will aim to deliver the strategic vision and objectives as set out in the East Midlands HS2 Growth Strategy submission 28th January 2016. It will plan for high quality local development and public realm, with the integration of a high quality HS2 station design, in a way that will take advantage of the enhanced connectivity, to strengthen and reinforce the roles of existing settlements.

HS2GP can bring LCR's development expertise as necessary to advise and support this workstream, including links to the development industry. HS2GP can also facilitate HS2 Ltd's engagement in this work as and when necessary, to engage the HS2 Design Panel and bring lessons learnt from HS2 Phase 1, and from comparable stations across Europe and elsewhere.
- **Station Commercialisation Plans**
HS2GP to engage the local authorities in planning the commercialisation of the HS2 station, with the aim of providing a retail offer that supports and fits with the local planning policy and strategy, and local area development plans, as well as serving interchanging passengers. This will include the transfer of LCR experience from St Pancras station development.
- **Connectivity**
HS2GP will provide support as appropriate to the ongoing connectivity workstreams, focusing on optimisation of the route alignments into the HS2 Hub, and integration of these in a way that supports local development values and enhances interchange and public realm.
- **Land Strategy**
HS2GP will support the formulation of a land strategy that will identify strategic opportunity sites and key landowners, locally in the HS2 station area, and in the

wider region. This will enable the identification of land assembly opportunities, including land-pooling and land acquisition opportunities.

In the Toton area, priority sites for investigation include the railway land to the west of the HS2 station site, in particular the possibility of relocating the DB Schenker facility, and the MoD's Chetwynd Barracks site.

In the wider region, HS2GP will work with local partners in the identification and investigation of strategic sites in the areas of East Midlands Airport, East Midlands Gateway, Staveley HS2 IMD and the former Stanton Ironworks Site, and in local town centres including Long Eaton and Toton, and the city centres of Nottingham, Derby & Leicester.

- **Investment Strategy**

HS2GP will draw on its investment portfolio planning work with RIO to target and attract private sector investment into the area. This will build on the strength of the East Midlands HS2 Growth Strategy and the HS2 brand. In the interim, HS2GP will consider appropriate contributions to the cost of studies that support the local HS2 Growth objectives.

- **Governance**

HS2GP will support the shaping and optimising of local governance arrangements, in accordance with devolution policy. This will include optimised engagement of HS2 Ltd., HCA, RIO, Network Rail and Highways England as appropriate.

HS2GP will work with the local partners to explore the need and opportunity for the establishment of future joint ventures with specific authorities for the development of specific sites.

Approved:	Approved:
East Midlands HS2 Strategic Board	HS2 Growth Partnership Programme Board
25 May 2016	7 June 2016
Signed:	Signed:
Cllr Jon Collins	Lorraine Baldry
Chair of East Midlands HS2 Strategic Board	Chair of HS2 Growth Partnership

Section 8: Links to Supporting Documentation

Volterra Study

Farrells Report

Skills Study

Options for NET Extensions