

REPORT OF THE LEADER OF THE COUNCIL

HIGH SPEED 2 (HS2) ANNUAL UPDATE

Purpose of the Report

1. To provide an annual update on progress of delivery of HS2 growth proposals at Toton and Chetwynd Barracks.
2. To propose that future reporting be provided as part of updates on the East Midlands Development Corporation Programme, including progress relating to the Interim Vehicle (to be known as EM DevCo Limited and referred to as such throughout this report) and the wider initiative known as “The Alchemy Project”.

Information

3. Nottinghamshire County Council, working alongside our partners, has been at the forefront of plans to deliver an ambitious vision for the proposed East Midlands HS2 Hub Station at Toton. Specifically, the Leader of the Council and the Deputy Chief Executive continue to have a central role in providing essential support to the promotion of the HS2 Growth Strategy. Through sustained engagement with neighbouring councils and local stakeholders, the Leader of the Council and Deputy Chief Executive have been effective in mobilising significant regional support for the full delivery of the Eastern Leg of HS2, including the HS2 Station at Toton.
4. In recognition of the importance to the Nottinghamshire economy, the Council established a delivery team in 2018 to support partnership working through the delivery stage of the East Midlands HS2 Growth Strategy 2017. The Growth Strategy sets out how HS2 can be a catalyst for growth with Toton & Chetwynd Barracks at the centre of an East Midlands Growth Zone providing thousands of new jobs and quality homes. In addition to the County Council funding previously agreed by Policy Committee, the work undertaken by the delivery team in relation to the HS2 Hub Station at Toton is also supported by funding from the Department for Transport. It is overseen through Toton Delivery Board and in line with previous Policy Committee decisions, the work is subject to an annual report.
5. Previous reports presented to Policy Committee on 18 March 2020, 15 February 2019 and 14 February 2018 outline the importance of HS2 related growth to Nottinghamshire, and specifically how the development of an East Midlands hub at Toton is integral to this. The Council has already moved to secure future development commensurate with growth strategy ambitions through the acquisition of land in the vicinity of Toton Lane (approved at the Policy Committee held on 13 November 2019).

6. Building on the ambition outlined in the East Midlands HS2 Growth Strategy, in the summer of 2018, the Government invited the region to develop proposals for a dedicated delivery vehicle to be led through the Midlands Engine partnership. This work is also hosted by the Council and a programme team established that also incorporates the aforementioned delivery team including a Programme Director across both programmes of work to ensure an integrated approach.
7. Proposals for a Development Corporation in the area have since been developed with the potential to deliver 84,000 jobs and at least 4,500 homes. Toton and Chetwynd Barracks is a key site within the proposals with an exciting vision for it to be a new destination for knowledge-driven jobs and an exemplar zero carbon mixed use community, showcasing next generation living, with a HS2 hub station offering unrivalled connectivity. Two other strategic sites are within scope of the proposals, Ratcliffe Power Station and East Midlands Airport Area. Proposals to establish EM DevCo Limited were considered at Policy Committee in December 2020 at which the establishment of the vehicle was approved. Further background to the East Midlands Development Corporation (EMDC) programme was reported at Policy Committee in February 2020.
8. As highlighted above, the work supporting HS2 Growth Strategy delivery has been linked to the EMDC programme supported by the same team, but with its own governance arrangements. The programmes will become even more closely aligned with the establishment of EM DevCo Limited.
9. The Prime Minister announced on 11 February 2020 a commitment to delivering the “Y shaped” HS2 network in full. This followed the conclusion of the Oakervee Review into HS2. One of the Oakervee review’s recommendations was that Phase 2b of HS2 (the line proposed from Birmingham to Leeds including the new station at Toton) needed to be considered jointly with other plans for rail investment in the Midlands and the North, including Midlands Engine Rail, Northern Powerhouse Rail, the Midlands Mainline and other large-scale rail projects. This area of work will deliver an Integrated Rail Plan (IRP) for the Midlands and the North, which will seek to ensure that rail investment schemes in the Midlands and the North are scoped, designed, delivered and can be operated as an integrated network. The IRP will also identify opportunities to reduce costs and deliver early benefits from investments more quickly.
10. The National Infrastructure Commission (NIC) was appointed to undertake an assessment of proposed major rail schemes to inform the IRP. Their report was published on 15 December 2020. The NIC assessment sets out a range of packages to meet rail needs across the Midlands and the North for Ministers to consider. Some of the proposed packages would see the eastern leg of HS2 terminated at East Midlands Parkway. If selected, these options would mean there would be no HS2 station at Toton and no direct HS2 connectivity to Leeds and onward to York and Newcastle (via the East Coast Main Line) as currently proposed. Local leaders have made it clear that delivery in full of the eastern leg is required to enable the Government’s levelling up agenda to be achieved and unlock transformational economic growth. Failure to deliver a station at Toton and improved connectivity between the East Midlands and the North would deprive the region’s residents and communities of desperately needed new transport infrastructure and fail to address chronic underinvestment in the East Midlands.
11. At the time of writing the IRP is awaited and anticipated in early 2021. The NIC report is just one component of the evidence Ministers will review when preparing the IRP. Nottinghamshire County Council and its partners still have a major role to play in the finalisation of the IRP. In the meantime, the region’s Leaders continue to make the case

for delivery of the Eastern leg of HS2 in full, including the Hub Station at Toton. In addition to discussions and correspondence with the NIC and Government at all levels, representations have also been made direct to Government through the HS2 East and Connecting Britain partnerships; the Leader of the Council has met personally with the Secretary of State for Transport and the HS2 Minister on a number of occasions. Darren Henry MP also organised a Westminster Hall debate on the matter and is supported by the County

12. The IRP will outline the Government's policy response and decisions relating to the delivery of HS2. No final decisions will be made regarding HS2 delivery until that point.

Progress to Date and Future Work Programme

13. Significant progress has been made towards the objectives of HS2 Growth Strategy since the last update to Policy Committee in March 2020, including:

- Secured a further £900,000 of Department for Transport grant funding to progress key projects, in addition to the existing £900,000 already used to procure expert advice and deliver masterplanning and local connectivity commissions.
- Delivered an innovative virtual public consultation on the Toton & Chetwynd masterplan proposals. Despite the restrictions on face to face consultations, engagement was able to reach significant numbers of people with the consultation website receiving over 4,000 unique views. To maximise inclusivity, "manual" methods of engagement were used for people who were unable or did not wish to access the virtual room. Printed copies of materials were also sought and distributed to around 30 households.
- Commissioned work to develop a vision for environmental works and the "station in a park" concept alongside a wider strategy for how best to enhance and protect the environmental assets including canal and river in the vicinity. This work reflects the potential for the new station to be a gateway to the wider region.
- Close working with partners at HS2 Ltd and Department for Transport to ensure the region's voice is heard and important working relationships are maintained during the development of the IRP.
- Supported the progression of complementary work on the EMDC programme including coordinating a regional connectivity working group in support of the 'Access to Toton' initiative.
- Continued secretariat support for governance structures that ensure appropriate accountability and direction.

14. The future work programme will see the work to deliver the East Midlands HS2 Growth Strategy fully integrated with that of the EMDC programme and undertaken by the soon to be established EM DevCo Limited. The programme for Toton will need to be responsive to the outcome of the IRP but is anticipated to include:

- Further consultation and development of the Toton and Chetwynd Masterplan proposals, leading into the anticipated adoption of a supplementary planning document by Broxtowe Borough Council in Spring 2021.
- Finalising an environmental works strategy and a "station in a park" concept design in April 2021.
- Collaboration with local authority partners including Derbyshire, Broxtowe and Erewash Borough Councils on connectivity projects that support the objectives of both the HS2 Growth Strategy and Stapleford and Long Eaton Town Deals.

- Further developing proposals for the establishment of an “Innovation Campus” and Skills Academy at Toton and Chetwynd.
- Advancing proposals for Toton & Chetwynd Link Road and funding arrangements.
- Continuing to build strong links and relationships with Stapleford and Long Eaton Town Deals.
- Continuing to work collaboratively with key stakeholders such as Department for Transport and Highways England to deliver connectivity improvements needed. For example, those included in the Access to Toton May 2020 report, including improvements to the M1 and A52.

15. To date the HS2 Growth work has been subject to an annual report. The work of EM DevCo Limited will also be subject to annual review. It is proposed that future reports to the relevant Committee on the EMDC programme and HS2 Growth Strategy delivery are consolidated into a single reporting process to better reflect the integrated nature of the work programme(s).

Other Options Considered

16. Separate reports for the HS2 Growth Strategy delivery and EM DevCo Limited could be maintained. There is a risk that this would lead to duplication and a lack of clarity regarding the interdependent nature of the programmes.

Reason/s for Recommendation/s

17. The EMDC programme will enable delivery of East Midlands HS2 Growth Strategy ambitions and take them even further. Fully consolidating the two programmes will provide a more efficient and coordinated delivery of the shared goals of the programmes. In previous years additional funding support has been requested for the work linked to the HS2 Growth Strategy. The request for funding has been subsumed into the proposals for the EM DevCo Limited as reported and agreed at the December 2020 meeting of this Committee.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

19. There are no financial implications arising from this report. As indicated in the 18 March 2020 Policy Committee paper, no further additional funds are required beyond 2020-21 to support the HS2 programme. The Policy Committee held on 9 December 2020 approved Council contributions of £0.5m annual funding for the EM DevCo Limited (2021-2024). This will be reviewed at the end of year 1 and 2 against progress and relevant milestones. Future HS2 programme work will be covered within this allocation.

Human Resources Implications

20. None directly arising from this report. Resourcing and staffing of this programme will now be considered as part of the establishment of EM DevCo Limited.

Implications for Sustainability and the Environment

21. Environmental considerations are integral to this work programme. The growth plans developed seek to safeguard and enhance the area's precious natural resources, reversing years of pollution and environmental degradation caused by industry and creating a new low carbon future, restoring the natural capital of the area for generations to come.

RECOMMENDATION/S

It is recommended that Policy Committee:

- 1) Agrees to a single reporting process on the EMDC programme/ EM DevCo Limited and HS2 Growth Delivery.
- 2) Considers whether any actions are required in relation to the detail contained within this report.
- 3) Recognise the work of the Council in supporting and hosting the delivery of the East Midlands HS2 Growth Strategy ambitions, alongside our partners.

COUNCILLOR MRS KAY CUTTS MBE
Leader of the Council

For any enquiries about this report please contact: Adrian Smith, Deputy Chief Executive and Corporate Director Place, adrian.smith@nottscc.gov.uk

Constitutional Comments (CEH 11/01/2021)

22. The recommendations fall within the remit of Policy Committee under its terms of reference.

Financial Comments (RWK 14/01/2021)

23. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- [Policy Committee Report – 9 December 2020](#)
- [Policy Committee Report – 18 March 2020](#)
- [Policy Committee Report – 12 February 2020](#)

- [Policy Committee Report – 13 February 2019](#)
- [Policy Committee Report – 14 February 2018](#)
- [VirtualEngage Toton & Chetwynd Masterplan Proposals Consultation Website](#)
(Consultation ran 12 October – 22 November 2020; material still available to view)
- [Rail Needs Assessment for the Midlands and the North: Final report – 15 December 2020](#)
- [Access to Toton – May 2020](#)
- [Integrated Rail Plan for the Midlands and the North: Terms of Reference](#)
- [Oakervee Review](#)
- [East Midlands HS2 Growth Strategy – September 2017](#)

Electoral Division(s) and Member(s) Affected

- All