

**REPORT OF THE CHAIRMAN OF TRANSPORT AND HIGHWAYS  
COMMITTEE****EAST MIDLANDS HS2 GROWTH STRATEGY****Purpose of the Report**

1. To introduce Members to the Emerging East Midlands HS2 Growth Strategy, focussed on the proposed Hub Station at Toton. The Emerging Strategy will help to set out a positive case for HS2 in the East Midlands in the run up to the Phase 2 Route Announcement expected in November.
2. To seek in principle endorsement from Policy Committee to the Emerging East Midlands HS2 Growth Strategy, recognising that work to develop a final version will continue over the next 12 months and that the County Council will continue to be actively involved through existing Member and officer representation on governance and working structures.

**Background**

3. HS2 East Midlands is led by a Strategic Board, the Chair is Cllr. Jon Collins and the Vice Chair is Cllr. Anne Western CBE. The Board oversees HS2 work locally and is supported by a Growth Officer Group and a small executive team led by David Ralph (D2N2) and Andrew Pritchard (East Midlands Councils).
4. Nottinghamshire County Council is represented by Cllr. Calvert at the HS2 Board with senior officer support. Highways and economic development are working closely on the HS2 project with representation across all of the sub-groups including the HS2 Executive Team. The County Council, along with the other upper tier Councils in D2N2, has agreed to contribute up to £20,000 towards the development of the Emerging Growth Strategy and this is being delivered through a dedicated staff resource (from the Economic Development team) being effectively seconded on a temporary, part-time basis to work with the HS2 Executive Team. The agreement to contribute up to £20,000 was made at the HS2 Programme Board.
5. The Emerging East Midlands HS2 Growth Strategy is a particularly important document, it will establish the vision and economic opportunity for HS2 in the East Midlands. The Emerging Strategy will be a fundamental part of informing the Phase 2 Route Announcement expected in November, the desired outcome is that Toton will be confirmed as the station location for HS2 in the East Midlands. The Government have requested that a Growth Strategy is developed and have made available £1.5m of funds to the D2N2 LEP to deliver this (£1.25 million

matched locally by £250,000). This funding is in two tranches, half before the Route Announcement and the other half afterwards to enable a final HS2 Growth Strategy to be produced in July 2017.

6. The most up to date version of the Emerging East Midlands HS2 Growth Strategy is appended to this report although Members should note that it may be amended following the HS2 Board Meeting on September 13<sup>th</sup>.
7. The Emerging East Midlands HS2 Growth Strategy comprises of a number of work streams, the largest of these is an 'economic opportunities study' of the Toton station and surrounding area. The work is being undertaken by ekosgen (a consultancy company). In order to make sure that stakeholder views and aspirations are captured, ekosgen have held two workshops. The broad outcomes of the workshops are that there are a number of important factors which will need to be addressed in order to maximise the economic opportunities arising from the HS2 investment, these are:
  - a. The HS2 Hub Station should be a multi-modal transport hub with high speed and classic rail links, strategic road access and local public transport accessibility.
  - b. The importance of efficient transport connectivity across Nottinghamshire, Derbyshire and Leicestershire linking with HS2 at Toton. Examples include the airport, current and future strategic sites and connectivity to maximise existing infrastructure investments e.g. upgrading the Mansfield and Ashfield freight line to carry passengers.
  - c. Ensuring that the HS2 station at Toton delivers significant economic opportunities for the local area. Examples discussed at the workshop include the presence of Knowledge Intensive Business Services (KIBS) at the station area, a university presence from across the East Midlands and the opportunity to strengthen the rail and engineering supply chain. Translating these aspirations into reality will be extremely important for the Nottinghamshire economy and the wider East Midlands.
8. A second work stream feeding into the Emerging East Midlands HS2 Growth Strategy is a section on employment and skills, this work is being undertaken by a consortium led by the Rail Forum. This work stream is focused on the construction of HS2 and assesses the likely number of jobs and skill levels that will be required, the study makes a top line assessment of the required skills uplift and the availability of appropriate provision in the local area. The employment and skills work stream will also consider opportunities for the local area arising from the investment in the proposed Staveley Maintenance Depot.
9. The timescales for completion and approval of the Emerging East Midlands HS2 Growth Strategy mean that it was tabled at the HS2 Growth Officer Group on the 6<sup>th</sup> September and will have been presented at the HS2 Board meeting for sign off on the 13<sup>th</sup> September.

## **Next Steps**

10. The submission of the Emerging East Midlands HS2 Growth Strategy in late September will help to set out a positive case for HS2 in the East Midlands in the run up the Phase 2 Route Announcement expected in November.
11. A significant amount of further work will then be required to produce a final Growth Strategy in 2017. One of the most important areas to be included will be finance and funding mechanisms in order to identify ways in which the transport connectivity can be funded. In this wider context, the link to Midlands Connect will be important and the consideration of options such as proposals for a Strategic Transport Body and proposals to establish a Development Company.
12. The HS2 Board will be considering the Emerging East Midlands HS2 Growth Strategy at the meeting on September 13<sup>th</sup>, it is intended that the Emerging East Midlands HS2 Growth Strategy will be submitted at the end of September 2016.

## **Other options considered**

13. The County Council could choose not to offer its in principle endorsement to the Emerging East Midlands HS2 Growth Strategy. However, given the significance of HS2 to the national economy and the anticipated transformative impact of it for Nottinghamshire's economy, not supporting efforts to maximise growth through the proposed strategy would seem inappropriate.

## **Reason for Recommendation**

HS2 is strategically important for the East Midlands' economy and Nottinghamshire in particular. It is important that the Emerging East Midlands HS2 Growth Strategy is submitted with the full knowledge and input of Members and for Members to consider how they may wish to be more closely involved with HS2 in the future.

## **Statutory and Policy Implications**

This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described within the body of the report.

## **Finance implications**

There are no financial implications arising from this report

## **RECOMMENDATIONS**

It is recommended that Policy Committee:

1. Notes the development of an Emerging HS2 East Midlands Growth Strategy and the requirement for this to be submitted to the government by the end of September
2. Offers its in principle endorsement for the Emerging HS2 East Midlands Growth Strategy
3. Emphasises the County Council's ongoing commitment to work with strategic partners and stakeholders to ensure that plans and finances are in place to maximise the economic benefits of the East Midlands Hub station at Toton.

**Kevin Greaves**  
**Chairman of Transport and Highways Committee**

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**Constitutional Comments (SLB 12.09.2016)**

Policy Committee is the appropriate body to consider the content of this report.

**Financial Comments (RWK 12/09/2016)**

There are no financial implications arising directly from the proposals in this report. Any future financial implications arising from either the Emerging Growth Strategy or the Final Growth Strategy will be addressed in future reports.

**Background Papers**

**Electoral Division(s) and Member(s) Affected**

All