



Derby City Council

**REGENERATION AND HOUSING SCRUTINY
REVIEW BOARD
20 March 2018**

ITEM 8

Report of the Strategic Director of Communities and Place

HS2 Update

SUMMARY

- 1.1 To update the Board on progress on the HS2 Growth Strategy.

RECOMMENDATION

- 2.1 To note progress on the HS2 Growth Strategy.

REASONS FOR RECOMMENDATION

- 3.1

SUPPORTING INFORMATION

- 4.1 Derby City Council is part of a group of public sector partners, facilitated through the East Midlands Councils that have collaborated to develop a growth strategy around the East Midlands HS2 Hub. The strategy, which is provided in **Appendix 2**, sets out a number of proposals including an economic strategy, skills and supply chain strategy, wider transport connectivity strategy and a delivery strategy.
- 4.2 The East Midlands HS2 Growth Strategy was published and submitted to Government at the end of September 2017. It sets out a masterplan for the Hub, to underpin the economic strategy, and a number of key pieces of infrastructure that will be required to deliver the Hub when HS2 opens in 2033. These have been identified to inform the scope of the Phase 2b Hybrid Bill and Phase 1 of the East Midlands Gateways Connectivity Plan. These schemes include highway access improvements around the hub area, improvements to rail infrastructure, and passive planned infrastructure such as an overbridge to the station concourse for a mass transit extension.
- 4.3 The HS2 Phase 2b route decision was announced in July 2017. HS2 is currently undertaking equality and environmental assessments of the route in preparation for the deposit of the Hybrid Bill in Autumn 2019.
- 4.4 The East Midlands Gateways Connectivity Plan identifies a number of wider transport connectivity options, such as city centre to Toton rail shuttle services from Nottingham and Derby; a mass transit link between Toton and East Midlands Airport; and a mass transit link between Derby and Toton.

- 4.5 A new rapid transit link would provide a dedicated high quality, fast and reliable connection to Toton. This could be some form of light rapid transit (LRT) such as a tram, or bus rapid transit (BRT) such as a guided bus expressway. Cost and passenger capacity are the main differences between these two systems, however, BRT is cheaper and can be integrated with other transport interchanges more easily by using the existing road infrastructure.

Potential alignments for the new link include the A52, which would have to be widened , or along the former Derby and Sandiacre Canal Corridor. Additional infrastructure improvements will be needed to take the rapid transit link to the city centre and a new terminus will be provided to integrate with services at the bus station. **Appendix 3** provides a plan of the option alignments.

Broad construction costs for the tram options range from £400 million to £600 million. BRT options range from £140 million to £450 million depending on alignment and the level of full segregation. Journey times from Derby City Centre to Toton range from 18 minutes to 27 minutes depending on route and the number of stops.

- 4.6 However, there are a number of unknowns about the different connectivity options and further work is required to define them and understand the transport economic costs and benefits. One of the main questions for the rapid transit link that needs to be answered, is what passenger demand will there be for the system, and will this be enough to underpin the construction and operating costs?
- 4.7 The HS2 East Midlands Gateway Project will provide the transport and economic evidence base, with quantified outputs and benefits, to tackle existing strategic transport problems and support the connectivity options. This piece of work is will cost around £1.2 million. Midlands Connect is providing £0.5 million of funding and contributions of £0.1m are being provided by the Growth Strategy Partners including the HS2 Strategic Board, HS2 Ltd, Highways England, Nottingham and Derby City Councils, and Nottinghamshire and Derbyshire County Councils.
- 4.8 Around £250,000 will be spent on developing a strategic transport model using the Derby Area Transport Model (DATM) and Greater Nottingham Area Transport Model (GNATM). The remaining funding will be spent on developing the evidence base to a level sufficient, for Government and project partners, to be able to move to the preparation of outline and full business cases for identified schemes.
- 4.9 The HS2 East Midlands Gateway Project is being managed by Nottingham City Council on behalf of the partners. Governance for the project will be maintained through the HS2 Strategic Board and Officer Working Group. The project and outputs are programmed to be completed by April 2019.

OTHER OPTIONS CONSIDERED

- 5.1 Not applicable.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	David Gartside, Director of Strategic Partnerships, Planning and Transportation
For more information contact: Background papers: List of appendices:	Andrew Gibbard 01332 641756 andrew.gibbard@derby.gov.uk None Appendix 1 – Implications Appendix 2 HS2 Growth Strategy Appendix 3 Broad Mass Transit Route Options

IMPLICATIONS

Financial and Value for Money

- 1.1 None directly arising from this report.

Legal

- 2.1 None directly arising from this report.

Personnel

- 3.1 None directly arising from this report.

IT

- 4.1 None.

Equalities Impact

- 5.1 None directly arising from this report.

Health and Safety

- 6.1 None.

Environmental Sustainability

- 7.1 None.

Property and Asset Management

- 8.1 None directly arising from this report.

Risk Management

- 9.1 None directly arising from this report.

Corporate objectives and priorities for change

- 10.1 The HS2 Growth Strategy supports the Council's priority for supporting jobs and regenerating the city. The HS2 Hub will drive growth in the area, particularly around the A52 corridor. In addition, the proposal supports delivering our services differently by sharing costs and resources with partners to achieve composite outcomes.

Appendix 3: Broad Mass Transit Route Options between Derby City Centre and Toton

