

## **Proposed Response to HS2 consultation**

### **SUMMARY**

- 1.1 To outline the current position on High Speed Rail (HS2) in relation to Derby and to agree a response to the Government's HS2 Phase 2 route consultation based on the draft response attached as appendix 2

### **RECOMMENDATION**

- 2.1 To respond to the Government's HS2 Phase 2 consultation as set out in this report, noting in particular the draft at appendix 2

### **REASONS FOR RECOMMENDATION**

- 3.1 The Government has published proposals for a high speed railway (HS2) linking London, the East and West Midlands, and the north of England. The proposals for Phase 2, which proposes the East Midlands station hub at Toton, are currently the subject of public consultation. The line does not come to Derby
- 3.2 The HS2 Phase 2 consultation closing date is 31 January 2014.



## **SUPPORTING INFORMATION**

- 4.1 High Speed 2 (HS2) is the planned route between London Euston and the Midlands, North West England, and West Yorkshire. The line is to be built in two phases, Phase 1 between London and Birmingham, and Phase 2 from Birmingham to Manchester, and from Birmingham to Sheffield and Leeds.
- 4.2 The Government's proposed route for HS2 through the East Midlands was published in January 2013. A plan showing the proposed HS2 route through Leicestershire, Derbyshire and Nottinghamshire is attached to this report as Appendix 3 with an indication of an alternative route through Derby. The Government's published route can also be viewed on the HS2 website at [www.hs2.org.uk](http://www.hs2.org.uk)
- 4.3 The Government's stated objectives of HS2 are;
- a) Demand for long distance rail travel has grown by over 100% since 1997/98 and is still increasing. The government anticipates that overall rail passenger demand will increase by 70% between 2013 and 2036. The West Coast Mainline (London – West Midlands – North West England – Glasgow) will soon be full whilst the East Coast Mainline (London – West Yorkshire – North East England – Edinburgh) and Midland Mainline (London – East Midlands – Sheffield) face similar challenges. The government considers that these long term challenges cannot be resolved by further upgrading of the existing network (which in any case would be hugely disruptive to existing services) but instead requires new rail infrastructure to provide the required capacity.
- b) For the UK to continue to prosper and succeed in the global race, the country requires investment in a reliable transport system. Structural changes in the nation's economy in the latter half of the last century have tended to polarise investment in the south east of England whilst the north, and to a lesser extent the midlands, have declined. By providing increased capacity and speed, HS2 improves connectivity for people and goods between the regions and European markets.
- 4.4 The range of possible responses to HS2 goes from full support to outright rejection of the whole concept. It is, however, unlikely that either extreme would have much influence and more nuanced responses are more likely to represent better the interests of East Midlands and specifically the people and businesses in Derby.
- 4.5 Potentially the announced decision to route the line through to a station at Toton will stand and there will be local environmental and economic impacts. It is important that the government is made aware of these, should it choose to confirm its choice of route and station. HS2 Ltd. officials have indicated that anything not included in a consultation response may not subsequently be discussed with respondents or stakeholders

- 4.6 Therefore the City Council has decided to respond to the HS2 (Phase 2) consultation with a two-tier response:
- a) a response that reflects the City Council's views on the principle of HS2 avoiding coming to Derby and a station at Toton
  - b) a detailed response on specific impacts should the Government not agree to re-routing the line to Derby.
- 4.7 Subject to Cabinet approval, this response will be submitted to HS2 Ltd. as the City Council reaction to the High Speed 2 (Phase 2) consultation before the consultation deadline of 31 January 2014.
- 4.8 The exact timetable for HS2 (phase 2) is currently unclear. However, in broad terms the timetable is as follows;
- 31 January 2014: Consultation on preferred route closes
  - 2015: Start Phase 2 engineering design, environmental impact assessment and preparation of Hybrid Bill
  - 2020/22: Phase 2 construction starts
  - 2032: Phase 2 opens for passengers.

<b>OTHER OPTIONS CONSIDERED</b>
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5.1 none

**This report has been approved by the following officers:**

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Estates/Property officer</b> <b>Service Director(s)</b> <b>Other(s)</b>	
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<b>For more information contact:</b> <b>Background papers:</b> <b>List of appendices:</b>	Paul Clarke 01332 641642 paul.clarke@derby.gov.uk None Appendix 1 – Implications Appendix 2 – Draft consultation response
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<b>IMPLICATIONS</b>
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**Financial and Value for Money**

- 1.1 The derby option has greater financial and value for money for Derby than the consulted option

**Legal**

- 2.1 none

**Personnel**

- 3.1 There is significant staffing and consultancy time devoted to this response including hosting a workshop with Derby stakeholders.

**Equalities Impact**

- 4.1 The impact of HS2 to Derby is in its line of route, social and environmental impacts. There are no specific Equal Opportunities impacts.

**Health and Safety**

- 5.1 none

**Environmental Sustainability**

- 6.1 Any current environmental concerns relating to the preferred route will be included in the Council's response to the Government's consultation. HS2 Ltd will carry out a full environmental impact assessment on the proposed route.

**Property and Asset Management**

- 7.1 Not applicable

**Risk Management**

- 8.1 none

**Corporate objectives and priorities for change**

9. It is a corporate priority to promote job creation acting in the best interests of Derby.