

**East Midlands HS2 Strategic Board**  
**23<sup>rd</sup> July 1.30pm to 3.30pm**  
**Room LB41**  
**Loxely House**  
**Nottingham**

**AGENDA**

1. Introductions & Apologies
2. Minutes of the last meeting\*
3. Implementation of the East Midlands HS2 Growth Strategy\*
4. Mitigation\*
5. Review of Governance and Delivery Arrangements\*
  - Detailed proposals
6. Delivery Bodies Update
  - Dft
  - HS2 Ltd
  - Network Rail
  - Highway England
7. Any Other Business
8. Date of Next Meeting
  - To be confirmed

\*Papers included

**EAST MIDLANDS HS2 STRATEGIC BOARD  
MINUTES OF THE MEETING HELD ON MONDAY 29<sup>TH</sup> MAY 2018  
NOTTINGHAM CITY COUNCIL, LOXLEY HOUSE, NOTTINGHAM**

**Present:**

Councillor Jon Collins	Nottingham City Council/EMC
Councillor Simon Spencer	Derbyshire County Council
Councillor Kay Cutts	Nottinghamshire County Council
Councillor Amanda Serjeant	Chesterfield Borough Council
Councillor Michael Powell	Erewash Borough Council
Councillor Richard Jackson	Broxtowe Borough Council
Councillor Chris Poulter	Derby City Council
Councillor Mick Barker	Derby City Council
Councillor Richard Hudson	Derby City Council
Lorna Pimlott	HS2 Ltd
Adrian Smith	Nottinghamshire County Council
Mike Ashworth	Derbyshire County Council
Ruth Hyde	Broxtowe Borough Council
Justin Homer	BEIS
Michael Rich	Chesterfield Borough Council
Mark Bayley	DfT
Jon Bottomley	East Midlands Airport
William Kemp	ICE
Sarah Spink	Midlands Connect
Richard Bates	Network Rail
Ken Harrison	Nottinghamshire County Council
Richard Hutchinson	Toton & Chilwell Neighbourhood Forum
Ian Morgan	Wellglade Group
Anna Soubry MP	MP for Broxtowe
Tom Goshawk	D2N2
Andrew Pritchard	East Midlands Councils

**Apologies:**

Councillor Tricia Gilby	Chesterfield Borough Council
Peter Richardson	D2N2
Paul Francis	Derby & Derbyshire Rail Forum
Molly Mackenzie	ICE
Garry Scott	Leicester City Council
Anne Carruthers	Leicestershire County Council
Christian Hoskins	Network Rail
Rob Fairy	Network Rail
Jon Clee	Network Rail
Mike Carr	Nottingham Trent University
Fiona Anderson	Nottingham Trent University
Michael Henson	Turner & Townsend

		<b>ACTION</b>
<b>1.</b>	<b>Apologies and Introductions</b>	
1.1	Cllr Jon Collins asked Members to introduce themselves.	
1.2	Apologies noted as above.	
<b>2.</b>	<b>Minutes of last meeting and Matters Arising</b>	
2.1	Members noted with regret that Cllr David Slater, who previously represented Charnwood Borough Council on the Strategic Board, had sadly passed away.	
2.2	The minutes were accepted as a true record of the meeting.	
<b>3.</b>	<b>Implementation of the East Midlands HS2 Growth Strategy</b>	
3.1	Andrew Pritchard introduced this report.	
3.2	The East Midlands HS2 Growth Strategy ‘world Class, Locally Led’ was published in September 2017 and sets out a coherent and ambitious approach to maximising the benefits of HS2 for the East Midlands. It retains the full support of regional and local partners and has been warmly welcomed by Government.	
3.3	Given that on the Government’s timetable HS2 Phase 2b will not open until 2033, good initial progress has been made on progressing key elements of the Growth Strategy. However, there is now a need to focus on: <ul style="list-style-type: none"> <li>▪ Further engagement with HS2 Ltd and DfT on key elements of the Phase 2b Hybrid Bill;</li> <li>▪ Further more detailed work on priority mitigation issues - in particular Long Eaton;</li> <li>▪ Accelerating and co-ordinating activity around SME growth, skills and training;</li> <li>▪ Progressing the East Midlands HS2 HIF bid (covering both Toton and Chesterfield/Staveley) to full submission;</li> <li>▪ Progressing the establishment of delivery vehicles for Toton and Chesterfield/Staveley;</li> <li>▪ Progressing the East Midlands Gateway Connectivity Study and;</li> <li>▪ Continuing work with TfEM and Midlands Connect to make the case for heavy rail services and a classic compatible link at the Hub Station, as well as early funding for a comprehensive M52/M1 J25 improvement.</li> </ul>	
3.4	Members of the Strategic Board welcomed progress towards implementing the East Midlands HS2 Growth Strategy, and endorsed the priority actions set out above.	<b>EMC/ Place Directors</b>

		<b>ACTION</b>
<b>4.</b>	<b>Review of Governance and Delivery Arrangements</b>	
4.1	Andrew Pritchard introduced this report.	<b>EMC/ CXs</b>
4.2	The HS2 Strategic Board has been in place for four years. During this time, the region has made significant progress on HS2 and the Board has provided the consultative and decision-making framework for the key decisions including station location and line of route, and overseen the development and agreement of the East Midlands HS2 Growth Strategy; acknowledged by DfT as an exemplar strategy.	
4.3	A great deal of progress has been made by the current 'virtual team' of officers and consultants. Moving forward, a dedicated capacity needs to be in place for the delivery phase for each of the key strands of the HS2 Growth Strategy, and in particular the priority actions agreed under Item 3 (above).	
4.4	In order to provide an effective governance for delivery, it is proposed to establish an Executive Board to co-ordinate activity and a Skills and Supply Chain Board. The Terms of Reference and Memberships of the Strategic Board, Hub Station Delivery Board, Chesterfield & Staveley Board and the newly established Mitigation Board would be reviewed to ensure consistency and complementarity.	
4.5	It was confirmed that HS2 Ltd has been appraised of the proposals, and that if agreed, detailed arrangements would be presented at the next meeting of the Strategic Board on the 23 <sup>rd</sup> July 2018.	
4.5	The Strategic Board:	
4.6	Endorsed the proposals to evolve existing governance and delivery arrangements as detailed in the report, and that detailed arrangements should be presented to the next meeting of the Strategic Board, and	
4.8	Agreed that officers develop and implement proposals to ensure effective support arrangements are in place across the programme.	
<b>5.</b>	<b>Chesterfield &amp; Staveley Delivery Board</b>	
5.1	Cllr Amanda Serjeant and Michael Rich introduced this report.	<b>CBC</b>
5.2	The Delivery Board is making good progress in Chesterfield and Staveley, with significant interest from investors in both locations.	
5.3	Michael Rich highlighted that challenges of making multiple bids to secure resources for key project and interventions and the benefits of Government taking a more integrated and streamlined approach.	
5.4	Members of the Strategic Board welcomed the progress being made by the Chesterfield & Staveley Delivery Board.	

		<b>ACTION</b>
<b>6.</b>	<b>Mitigation Update</b>	
6.1	Cllr Simon Spencer and Mike Ashworth introduced this report.	
6.2	The Strategic Board has previously considered updates on the work of the Officer Mitigation Group and has noted the recent commission undertaken by SNC Lavalin to:  <i>“examine the potential to reduce or remove the adverse impact of the new HS2 eastern route on residential and commercial properties .... at specified locations....”</i>	
6.3	Following the decision at the last meeting to establish Mitigation Board, Cllr Simon Spencer has written to County and District Councils along the line of route to nominate to the new Board as well seeking representatives from EMC, D2N2 and HS2 Ltd to attend Board meetings in an advisory capacity. Provision is also being made to co-opt representative of other organisations most directly affected by the proposals.	
6.4	The first Mitigation Board meeting will take place on the 12 <sup>th</sup> June 2018 in Matlock at the offices of Derbyshire County Council.	
6.5	The Strategic Board noted the receipt of the draft Lavalin report and the on-going discussions taking place through the Mitigation Officer Group and the forthcoming Mitigation Board, and asked for an update at the next meeting.	<b>DCC</b>
<b>7.</b>	<b>Updates from Government &amp; Delivery Companies</b>	
7.1	Mark Bailey from DfT and Justin Homer from BEIS confirmed that the Government is considering a bid for additional resources to support the delivery of the Growth Strategy and that a Ministerial decision was expected soon.	
7.2	Lorna Pimlott gave an update on Phase 1 and Phase 2a of HS2 and confirmed that a series of information events on Phase 2b, including proposals for construction depots and compounds in the East Midlands, would start shortly.	
7.3	Richard Bates from Network Rail highlighted the ongoing work with both Midlands Connect and TfEM to take forward proposals for serving the Hub Station by conventional rail services and the case for a conventional compatible HS2 link at the Hub Station.	
7.4	Whilst no Highways England representative was present, Andrew Pritchard confirmed that Midlands Connect and TfEM were continuing to make the case for an integrated solution for access from the A52/M1 J25.	
<b>8.</b>	<b>Any Other Business</b>	
8.1	None	

		<b>ACTION</b>
<b>9.</b>	<b>Dates of Future Meetings : All meetings will be held at Loxley House</b>	
	<u>Date of next meeting : 23<sup>rd</sup> July @ 1.30 – 3.30 pm, Room LB41</u>  <b>25<sup>th</sup> September @ 1.30 – 3.30 pm – Room LB41</b> <b>27<sup>th</sup> November @ 1.30 – 3.30 pm – Room LB41</b>	

## **East Midlands HS2 Strategic Board**

**23<sup>rd</sup> July 2018**

### **Item 3: Implementation of the East Midlands HS2 Growth Strategy**

#### **1. Introduction**

- 1.1. The East Midlands HS2 Growth Strategy ‘World Class, Locally Led’ was published in September 2017. It has been warmly welcomed by Government and all regional and local partners remain fully committed to its delivery.
- 1.2. The Growth Strategy sets out proposals to use HS2 connectivity to generate an additional 74,000 jobs across the East Midlands by 2043. Much of this will be within existing settlements including Derby, Nottingham, and Leicester, East Midlands Airport and nearby towns and villages – which will require excellent regional and local connectivity to HS2 to be realised.
- 1.3. The Hub Station and multi-modal transport interchange at Toton will be the most connected HS2 station outside London, with seven HS2 services in each direction per hour, and the potential for an additional two HS2 classic compatible services linking Leicester with Northern Powerhouse Rail. This will give the Hub Station unrivalled UK connectivity; Birmingham Curzon Street (19 minutes); Birmingham Interchange (16); Leeds (28), York (39) and London Euston (51).
- 1.4. The site adjacent to the Hub Station has the potential to become a major destination in its own right and attract businesses and residents who will gain maximum benefit from the world class connectivity provided. Local Universities are collaborating with regional partners to develop a mixed use ‘Innovation Campus’ which will be driven by 180,000m<sup>2</sup> of commercial area that can generate over 11,000 jobs. An independent assessment indicates this proposition would generate a BCR of 3.37, representing high value for money.
- 1.5. In Northern Derbyshire, the Growth Strategy makes proposals to use HS2 connectivity secure the growth and redevelopment of Chesterfield and to use the proposed Infrastructure Maintenance Depot to kick start the regeneration of the Staveley corridor. An independent assessment has indicated that these proposals could generate £270 million GVA. Plans for NewRail’s base at Barrow Hill (the University of Newcastle rail research facility) are gathering pace and there has been interest from international investors in using Staveley as a location for rail related manufacturing activity.

#### **2. Funding Announcement**

- 2.1 The Government announced an additional £1.8 million on the 11<sup>th</sup> July 2018 to support the development of public transport connections to the East Midlands Hub Station at Toton, to ensure that surrounding communities benefit from new rail, tram and bus services, as well as improved road access to the new station.

- 2.2 The funding announcement represents a recognition of the particular challenges facing the Toton proposition as well as the potential benefits, and has been warmly welcomed by local leaders. A joint EMC/D2N2 press release is contained in Appendix 1. The Department for Transport version can be found on the [DfT web-site](#)
- 2.3 The funding is likely to be made available in two tranches of 900k over two years to the D2N2 LEP. Further work will be required to develop and agree key deliverables for each tranche of funding.

### **3. Phase 2b Hybrid Bill and Environmental Statement**

- 3.1 The key initial challenge will be to ensure that the Phase 2b Hybrid Bill and supporting Environmental Statement will at least enable the Growth Strategy to be delivered. The Hybrid Bill is in effect the 'outline planning permission' that will allow the railway to be built. HS2 Ltd and DfT have started work on preparing the Bill which is due to be submitted to Parliament in 2019, and given Royal Assent by Parliament in 2023 (after the next General Election). Whilst the Government is keen to support regional aspirations for growth, there is also an overriding pressure from the Treasury to keep within the existing cost envelope.
- 3.2 The Growth Strategy sets out a limited set of very clear requirements of the Hybrid Bill which have been subject to extensive and ongoing discussion with Government officials. The latest position on each ask is set out in Appendix 2. Whilst good progress has been made, there are a number of areas where changes to the Government's emerging proposition will still be needed. As a result the requirement to formally petition Parliament to make changes to the Bill at Committee stage cannot be ruled out - despite the inevitable expense that this would incur.

### **4. People (SME Growth, Skills and Training)**

- 4.1 The Growth Strategy highlights the short and long term opportunities for both people and businesses of HS2 investment, particularly given our regional strengths in the rail and construction sectors and the potential to grow business services and the visitor economy. As a result:
- The East Midlands Chamber has begun a process of engagement with local businesses, developing a programme of well attended supply chain events with HS2 Ltd, and establishing an HS2 Business Advisory Group;
  - Nottinghamshire County Council is working with D2N2 and a range of partners to take forward recommendations of earlier work commissioned for the Growth Strategy on employment and skills;
  - Rail Forum East Midlands has made proposals to use the emerging 'Rail Sector Deal' to promote innovation in the local rail supply chain; and

- The Midlands Engine has started to promote the inward investment opportunities associated with the Growth Strategy.

4.2 Whilst progress has been made in number of key areas, there is a need to rapidly increase activity and establish more co-ordinated approach over the coming months to ensure the early economic benefits of HS2 investment are fully captured, and firm foundations laid for the future.

## **5. Place: East Midlands Hub Growth Zone**

5.1 The Growth Zone includes the Innovation Campus at Toton, as well as the proposed Garden Villages of Stanton and Chetwynd. The Government's decision to allow the East Midlands HS2 Housing Investment Fund (HIF) bid led by Nottinghamshire County Council to progress to full application stage by December 2018 will provide the mechanism through which the initial phases of development can be planned and delivered.

5.2 Also of key importance will the establishment of a clear land strategy for the Innovation Campus site, and embedding Growth Strategy development principles within the Broxtowe and Erewash Local Plans and the emerging Toton & Chilwell Neighbourhood Plan.

5.3 The development proposals in the Growth Strategy are complex and there is a widely held consensus for the establishment of dedicated delivery vehicles. While there are a range of options for establishing delivery vehicles, the most viable would appear to be some form of public/private joint venture company (JVC).

## **6. Connectivity: East Midlands Hub Growth Zone**

6.1 Although the Innovation Campus and associated Garden Villages are crucial to the success of the Growth Strategy, the majority of the economic benefits associated with the Hub Station at Toton will arise within surrounding settlements. In particular, the city centres of Derby, Leicester and Nottingham, East Midlands Airport and nearby towns and villages.

6.2 Continuing to engage with the Hybrid bill to ensure that the Hub Station is designed and built in a way that enables multi-modal local and regional connectivity is therefore a 'mission critical' objective.

6.3 The Growth Strategy sets out a strategic approach to connectivity matching modes to different markets. Heavy rail will serve the primary UK market. Key to this will be continuing to work with Midlands Connect to progress the Midlands Connect Indicative Train Service Specification (ITSS) and making provision for a classic compatible link to enable direct services between Leicester and Northern Powerhouse Rail.

- 6.4 For local and regional connectivity, the evidence developed through the **East Midlands Gateways Study** will support a comprehensive package of mass transit, bus, and highway connectivity to complement attractive local pedestrian and cycle links.
- 6.5 The key first phase of the study, the establishment of a fully validated multi-model transport model, has now been completed - which will also be used to inform HS2 Ltd's Transport Assessment for the Hybrid Bill. A process of assessing and refining options will be progressed over the summer and early autumn for consultation with key stakeholders. Following further technical work and dialogue, a preferred package of interventions will be proposed in the spring 2019.
- 6.6 In addition:
- TfEM and Midlands Connect have made a joint submission to DfT for RIS2 development funding for an integrated scheme to provide access to the Hub Station and address existing congestion issues on the A52 and M1J25; and
  - Nottingham City Council is progressing a bid to the Transforming Cities Fund which will include provision for a NET from the Toton Lane Park & Ride to the Hub Station.

## **7. Place: Northern Derbyshire Growth Zone**

- 7.1 In Chesterfield, further work (supported by Sheffield City Region) has started to progress the Chesterfield Town centre masterplan and to develop the economic assessment for both Chesterfield and Staveley to full SOBC standard by September 2018. The Delivery Board chaired by Cllr Trish Gilby met on the 12<sup>th</sup> July 2018 to consider progress on this and other issues.
- 7.2 Further engagement will be required with DfT/HS2 Ltd to make the case for Staveley becoming a construction base for HS2 - but a dialogue has started.
- 7.3 As previously agreed by the Strategic Board, it is likely that separate JVCs will be established for Chesterfield and Staveley, given the different challenges and landowner interests.

## **8. Connectivity: Northern Derbyshire Growth Zone**

- 8.1 The East Midlands HIF bid will provide the mechanism to progress the Chesterfield Station Link Road and the first phases of the Chesterfield – Staveley Regeneration Route, both critical infrastructure.
- 8.2 Further engagement with DfT/HS2 Ltd will be required to make the case for a second HS2 train per hour calling at Chesterfield.

8.3 The Government announced on the 4<sup>th</sup> July 2018 that HS2 Ltd have been asked to begin preparatory works for the future electrification of a 25km section of the Midland Main Line from Clay Cross to Sheffield Midland Station to enable conventional-compatible trains to serve Sheffield. It would therefore seem likely that the electrification works will be incorporated into the Phase 2b hybrid bill.

## 9. Conclusions

9.1 The Growth Strategy sets out a coherent and ambitious approach to maximising the benefits of HS2 for the East Midlands. It retains the full support of regional and local partners and has been warmly welcomed by Government.

9.2 Given that on the Government's timetable, HS2 Phase 2b will not open until 2033, good initial progress has been made on progressing key elements of the Growth Strategy. However, there is now a need to focus on:

- Further engagement with HS2 Ltd and DfT on key elements of the Phase 2b Hybrid Bill;
- Further more detailed work on priority mitigation issues - in particular Long Eaton;
- Accelerating and co-ordinating activity around SME growth, skills and training;
- Progressing the East Midlands HS2 HIF bid (covering both Toton and Chesterfield/Staveley) to full submission;
- Progressing the establishment of delivery vehicles for Toton and Chesterfield/Staveley;
- Progressing the East Midlands Gateway Connectivity Study and;
- Continuing work with TfEM and Midlands Connect to make the case for heavy rail services and a classic compatible link at the Hub Station, as well as early funding for a comprehensive M52/M1 J25 improvement.

9.2 The Governance proposals set out under Item 7, in particular the proposed Executive Board, the Skills & Supply Chain Delivery Board and the re-focussed Toton Hub Station Delivery Board, supported by the additional funding announced on the 11<sup>th</sup> July 2018, should enable progress to be accelerated.

## 10. Recommendation

10.1 Members for the Strategic Board are asked to welcome progress towards implementing the Growth Strategy.

## Key Contacts

Andrew Pritchard, East Midlands Councils: [andrew.pritchard@emcouncils.gov.uk](mailto:andrew.pritchard@emcouncils.gov.uk)

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**NEWS Release from East Midlands Councils & D2N2**

**Release Date: 11th July 2018**

## **CASH BOOST FOR HS2 GROWTH AMBITIONS**

**Local Leaders have welcomed today's announcement from the Department for Transport of an additional £1.8 million to help take forward local plans to make the most of HS2 in the East Midlands.**

The East Midlands HS2 Growth Strategy published in September 2017 sets out proposals from local partners to use HS2 to create an additional 74,000 jobs in the East Midlands and give a £4 billion boost to our economy. Key projects include:

- A high quality mixed use 'Toton Innovation Campus' adjacent to the Hub Station;
- New strategic public transport links between the Hub Station at Toton and Derby, Leicester, Nottingham and East Midlands Airport; and
- Town centre regeneration in Chesterfield and major development adjacent to the HS2 Infrastructure Maintenance Depot at Staveley.

The additional funding announced today will help to develop proposals for public transport connections to the East Midlands Hub Station at Toton, ensuring surrounding communities benefit from new rail, tram and bus services, as well as improved road access, to the new HS2 station.

Cllr Jon Collins, Chair of the East Midlands HS2 Strategic Board and Leader of Nottingham City Council, said:

*"I am delighted about today's announcement. The additional funding will help us to progress some of the key infrastructure projects that will make our growth ambitions a reality. We will continue to work closely with HS2 Ltd and the Department for Transport to make sure the forthcoming HS2 Phase 2b Hybrid Bill supports the delivery the Growth Strategy."*

Cllr Kay Cutts MBE, Chair of the Toton Hub Station Delivery Board and Leader of Nottinghamshire County Council and said:

*"HS2 at Toton will present enormous opportunities for growth in the Midlands which is home to untapped potential. I feel it is particularly important to listen to local people and businesses as we create new garden villages and opportunities for businesses and universities to be developed side by side. This is exactly what our plans for Toton will deliver with the backing of Government and this additional funding"*

Cllr Simon Spencer, Vice-Chair of East Midlands HS2 Strategic Board, Chair of the East Midlands HS2 Mitigation Board and Deputy Leader of Derbyshire County Council, said:

*“Today’s announcement is a public vote of confidence in the work we have done to develop an ambitious vision for growth in the East Midlands. As Chair of the new East Midlands HS2 Mitigation Board, I am also working to ensure the design of the new railway and associated development addresses the legitimate concerns of local people.”*

Peter Richardson, Chair of the D2N2 Local Enterprise Partnership, said:

*“HS2 will be a real ‘game changer’ for the East Midlands economy. The HS2 Hub Station at Toton together with the Maintenance Depot at Staveley and HS2 connectivity for Chesterfield are all massive opportunities for our businesses and in particular our young people. Today’s funding announcement represents a major step forward”*

Further information on HS2 is available from EMC’s Director of Policy & Infrastructure [andrew.pritchard@emcouncils.gov.uk](mailto:andrew.pritchard@emcouncils.gov.uk).

End of text.

#### **Notes to Editors**

- East Midlands Councils is the consultative forum for local authorities in the region. It provides support to Councils to improve their services and is a strong voice for the East Midlands. [www.emcouncils.gov.uk](http://www.emcouncils.gov.uk). EMC provides the secretariat for the East Midlands HS2 Strategic Board.
- D2N2 is the Local Enterprise Partnership covering Derby, Derbyshire, Nottingham and Nottinghamshire. <http://www.d2n2lep.org>. D2N2 will provide financial accountability for the funding.

#### **Contacts**

For further information please contact:

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ENDS.

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All news releases can be viewed on our website at <http://www.emcouncils.gov.uk/Press-releases>

Item 3 Appendix 2

Preliminary HMG response to growth strategy requests Request	Proposed category	HMG Comments	Regional Response
Integration of classic and HSR services and including a 'classic compatible link' to transform connectivity between Leicester and the north of England.	B	<ul style="list-style-type: none"> <li>• HS2 Ltd is assessing possible locations for a classic compatible junction.</li> <li>• Midlands Connect are providing an updated business case.</li> <li>• £300 million has been allocated for passive provision for TfN and MC proposed junctions.</li> </ul>	<p><i>An HS2/MML classic compatible link would enable direct services between Leicester and Leeds/Manchester – transforming connectivity between the East Midlands and NPR.</i></p> <p><i>Provision for a link is key to retaining political support for HS2 from Leicester and Leicestershire.</i></p> <p><i>Midlands Connect has previously submitted to DfT a business case for a link that shows a positive BCR for an HS2 classic compatible service linking Leicester and Leeds.</i></p> <p><i>At the request of DfT, a further assessment has been undertaken that also indicates a positive BCR for a Leicester – Leeds bi-mode service, which could run in the event that the Midland Main Line is not fully electrified by the time HS2 Phase 2b becomes operational.</i></p> <p><i>We are keen for DfT fully explore the option of a link within the Hub Station - where trains will be stationary – which would appear to be a low cost and proportionate solution consistent with common European practice.</i></p>
<p>Connection to Stapleford and; Long Eaton; As well as provision of an underpass to allow for multimodal East / West connections</p>	<p>1. A 2. B 3. B</p>	<ul style="list-style-type: none"> <li>• A connection to Stapleford is currently provided as part of basic functionality along the east side of the station.</li> <li>• In line with emerging design, HS2 Ltd will assess whether a connection to Long Eaton is required to produce a functional station design. A pedestrian and cycling route is provided as part of station functionality.</li> <li>• We are aware the EMs are developing a traffic model to assess the full implications of allowing north-south traffic movements through the site, and this unlikely to be completed by April 23. However, the local authority will need to commit to and provide a high level plan as to how they would address assumed implications (i.e. increased congestion in Long Eaton) from providing a north south multimodal connection on the surrounding local road network. Alternate options, such as north south access for public transport only, may want to be considered. Such provision may not preclude multimodal access at a later date.</li> <li>• Requirements above what is required for station functionality will need to be met / agreed by the local area.</li> </ul>	<p><i>It is inconceivable that that a functional Hub Station design could omit the provision of a direct connection to the immediately adjacent town of Long Eaton.</i></p> <p><i>The only question is whether such a connection should be for public transport/cycling/taxis only - or cater for all traffic movements. This can only be resolved through use of the EM Gateways model, which is now operational and which will also be used as the basis for HS2 Ltd's Transport Assessment.</i></p> <p><i>From a design perspective, the functionality of the connection makes little difference. However there will be a potentially different impact on the Environmental Statement. The additional resource made available from DfT can help to support further analysis.</i></p> <p><i>Given the timescales, the pragmatic and proportionate response would be for the Environmental Statement and Transport Assessment to assume the connection will cater for all traffic movements – pending the outcome of the Gateways Study modelling.</i></p> <p><i>Derbyshire County Council and Nottinghamshire County will assist in providing any further technical detail required at this stage.</i></p>

<p>Integrated concourse deck to create east/west route for tram and sustainable transport links between east and west development areas and to Long Eaton, airport and Derby. Also ensuring the HB makes provision</p>	<p>B</p>	<ul style="list-style-type: none"> <li>• Current design raises the NR / HS2 track and potentially allows for an east/west route below. Provision for a tram below the station is therefore feasible but the EM need to confirm their technical requirements asap.</li> <li>• The EM should provide a business case for extensions under and to west of the station, although we recognise that this may be unachievable by April 23. At a minimum the local area will need to have set out its strategic case and made a commitment to securing funding for any additional costs of inclusion in the hB. DfT regional engagers can work with you to identify potential funding pots.</li> </ul>	<p><i>There is assumed to be a shared national/local objective to avoid Toton becoming a car dependant 'parkway station', if it is to realise the economic potential set out in the Growth Strategy and supporting evidence base.</i></p> <p><i>If this objective is to be realised, it is essential that the Hub Station is accessible to the full range of public transport/cycling/pedestrian modes.</i></p> <p><i>The region has undertaken technical work to demonstrate that a number of potential tram/BRT/tram-train extensions west of the Hub Station are feasible, which has been made available for your officials. This information is summarised as part of a wider strategic case for a Mass Rapid Transit and local public transport system centred on the Hub Station linking Derby and Nottingham and East Midlands Airport.</i></p> <p><i>Priority options will be established through the East Midlands Gateway Study, the outcome from which will form the basis for more detailed business cases. The additional resources requested from DfT can help to support further analysis.</i></p> <p><i>However, local partners consider that the strategic case is sufficient to conclude that making passive provision now to extend west of the Hub Station represents a pragmatic and proportionate course of action.</i></p> <p><i>Nottingham City Council has provided the technical information so far requested by HS2 Ltd, and can assist with any further design details required.</i></p> <p><i>Nottingham City Council is progressing a bid to the Transforming Cities Fund to design and build the extension of the NET from the existing Toton Park &amp; Ride to the Hub Station site, in advance to the construction of the Hub Station. This will ensure NET services from the Nottingham area can operate from day one, and avoid construction conflicts with HS2 Ltd.</i></p>
<p>Separate pedestrian and multi modal bridge to the South of A52</p>	<p>B</p>	<ul style="list-style-type: none"> <li>• Provision for a crossing is potentially feasible.</li> <li>• Walking routes should be discussed through Integrated Working Group At minimum the local area will need to provide a strategic case and a commitment to securing funding for any additional costs of inclusion in the hB</li> </ul>	<p><i>We will continue to develop this proposal through the Working Group in the context of the Growth Strategy and the supporting evidence case. The additional resources requested from DfT can help to support further analysis.</i></p> <p><i>There is unlikely to be any increase in land take for the Hybrid Bill resulting from the proposal. Given the limited scale and impact, a pragmatic and proportionate response would be for the Environmental Statement to assume a connection at this stage.</i></p>
<p>Fully integrated public transport interchange and walking routes</p>	<p>B</p>	<ul style="list-style-type: none"> <li>• HS2 Ltd will deliver what is required for station functionality – the local area should work with HS2 Ltd on emerging design.</li> <li>• Interchange requirements and current provision within HS2 design should be discussed at through the Integrated Working Group</li> <li>• EM will need to fund passive provision and any associated design work for East West connections if not included in core design.</li> </ul>	<p><i>If the Hub Station is to avoid becoming a car-dependent 'parkway', it is essential that it is accessible to the full range of public transport/cycling/pedestrian modes.</i></p> <p><i>A well designed and integrated PT interchange should not be an optional extra – it should be part of the core proposition. There are plenty of European examples that can be explored that allow people to change modes easily and comfortably using a common concourse/facility.</i></p> <p><i>Such an interchange should not have additional land-take for the Hybrid Bill, but would need to be considered in the Environmental Statement - where the impact would be expected to be generally positive.</i></p>

Additional transfer deck – moving the ‘integrated concourse’ further north	C	<ul style="list-style-type: none"> <li>• HS2 Ltd can share Technical Note which sets out why the station can’t move further north.</li> </ul>	<p><i>We will review the Technical Note once it has been received.</i></p> <p><i>It will be important that proper consideration is given to the interface between the Hub Station and surrounding developments to mitigate severance issues, particularly with the proposed Innovation Campus. The additional resources secured from DfT can help to support further analysis.</i></p>
<p>A clear car parking strategy with a;</p> <ol style="list-style-type: none"> <li>1. decked car park at the station (premium);</li> <li>2. complemented by NET based Park and Ride</li> </ol>	<ol style="list-style-type: none"> <li>1. A</li> <li>2. B</li> </ol>	<ul style="list-style-type: none"> <li>• HS2 Ltd will consider a multi-storey car park, but will include what is required for station functionality. Additional requirements will need to be met by the EMs</li> <li>• If other park and ride facilities are to substitute for planned HS2 parking the EM will need to confirm they can be delivered.</li> <li>• At a minimum we expect the local area to commit to funding works above that of core design.</li> </ul>	<p><i>The case for additional park and ride facilities linked to the Hub Station will be developed further through the EM Gateways Study.</i></p> <p><i>The commitment to the decked car-park solution is essential to minimise land take for noneconomic development purposes.</i></p> <p><i>However, the car park size will be dependent on the outcome of the Transport Assessment (which will use the EM Gateways model) - and the scale and effectiveness of public transport provision.</i></p>
DfT/HS2 Ltd to designate Staveley as a major construction	A – although potentially a C depending on the outcome of construction assessments	<ul style="list-style-type: none"> <li>• HS2 Ltd will assess the viability of using Staveley as railhead / construction base.</li> <li>• This will include constructability assessments, but Staveley may be too remote from the HS2 line. The implications on local roads also need to be understood.</li> <li>• The DfT welcomes local authorities who want to take advantage of construction benefits – but only if the proposed construction ‘base’ is viable.</li> <li>• HS2 Ltd have arranged a meeting with Chesterfield BC &amp; Derbyshire CC to discuss the issues.</li> </ul>	<p><i>There is a clear regional ambition to use the IMD at Staveley as a construction base to secure early economic benefits. It will be important to ensure continued dialogue between HS2 Ltd, Derbyshire County Council and Chesterfield Borough Council over this opportunity.</i></p>
Further financial and technical support from Network Rail, HS2 Ltd and HS2 Growth Partnership to work collaboratively on the relocation of the DB Cargo Depot and Network Rail Sidings	A	<ul style="list-style-type: none"> <li>• DfT will provide additional support, although financial support would only be made available in the new financial year, with final decisions not before March 2018. A further update will be provided by the end of March.</li> <li>• The hB could allow for passive provision for links, but these would require a funding commitment by the East Midlands.</li> <li>• DfT position is to consider DB Cargo outside of the hB process. The hB does not prevent a phased relocation DBC relocation, subject to funding.</li> <li>• The EM will need to engage with DBC on proposed studies.</li> </ul>	<p><i>Additional funding from DfT has been secured to take forward the next level of assessment work, working closely with DB Cargo, Network Rail and other key stakeholders.</i></p> <p><i>It will be important to achieve early clarity on the options, not just for those currently employed on the site, but because the presence or otherwise of the depot would have a material impact on the Hub Station design.</i></p>
Commitment from DfT/HS2 Ltd to at least partially open of the Hub Station at Toton by 2030	C	<ul style="list-style-type: none"> <li>• Currently infeasible – although DfT will consider further.</li> <li>• There are a number of technical constraints that would need to be addressed – NR relocation (Toton), DB Cargo reconfiguration (Toton), Trent and Long Eton viaducts, Euston Station (platforming).</li> </ul>	<p><i>Midlands Connect has commissioned an initial assessment that demonstrates the potential for positive economic impacts if the Hub Station can be at least partially opened by 2030, and which also considers deliverability challenges. Further work is planned,</i></p> <p><i>Local partners are keen to maintain a dialogue with Government on this issue, and to explore every opportunity to expedite the construction process.</i></p>

Capacity improvements to classic rail connectivity to the south and north of East Midlands Hub HS2 station, including Trent Junctions – delivering a higher number of shuttle services above that of the HS2 base case	D	<ul style="list-style-type: none"> <li>• Will be considered outside of the hB process – although we are mindful there could be implications on the NR station (i.e. capacity).</li> <li>• Midlands Connect are to reassess their proposed TSS, and working with NR and DfT through regular TSS workshops.</li> <li>• Midlands connect will need to produce a business case for additional infrastructure works above that of the DfT base case</li> </ul>	<p><i>It is not clear at this stage that HS2's Core proposition can be delivered without some intervention at Trent Junctions – but we will await the final outcome of the assessment work.</i></p> <p><i>Notwithstanding this, the current situation has acted as barrier to improving rail services across the Midlands for decades – including the delivery of the Midlands Connect ITSS for the Hub Station.</i></p> <p><i>There is therefore a 'once in a generation' opportunity to maximise the collective impact of HS2 and Network Rail investment to achieve enhanced outcomes which will benefits both the Midlands and the country as whole.</i></p>
Identifying funding in the next Road Investment Strategy (RIS2) to develop a major scheme to address capacity at M1 Junction 25 and access the Hub Station from the A52 (phases 2 &3 of the A52 Access Strategy) – also making the necessary provisions within the Phase 2b Hybrid Bill & Environmental Statement	D	<ul style="list-style-type: none"> <li>• HS2 Ltd will provide a grade separated junction on the A52 to access Toton station.</li> <li>• Any wider improvements required as a result of traffic generated by the station will be re-assessed following completion of the transport modelling work. This will inform the final design.</li> <li>• DfT HSR group will support EM to build the case for inclusion of improvements in future RIS plans</li> </ul>	<p><i>Even without HS2, it is clear from the published evidence that Highways England will need take forward improvements to the A52 Corridor to address existing congestion issues.</i></p> <p><i>TfEM has made representations to the RIS2 consultation and to the Secretary of State highlighting the need for a joint HE/HS2 Ltd approach, and for the HE to commit development funding for a major scheme in the RIS2 period.</i></p> <p><i>The EM Gateways model will provide a common basis for the development of options for both HE and HS2 Ltd. The additional resources now confirmed by DfT can help to support further analysis.</i></p>
Additional stop at Chesterfield	D	<ul style="list-style-type: none"> <li>• Currently to be considered outside hybrid Bill process, although we are sympathetic to this proposal.</li> <li>• If considered as part of the hB process it would have implications for the ES.</li> <li>• This potentially raises some challenges (infrastructure) and a further discussion is necessary between NR/HS2/DfT</li> </ul>	<p><i>Whilst it would appear unlikely that a second stop per hour at Chesterfield would require any additional physical infrastructure, it is accepted that it may have a marginal impact on the Environmental Statement.</i></p> <p><i>As such, it would be pragmatic and proportionate at this stage for the Environmental Statement to assume two stops per hour at Chesterfield.</i></p> <p><i>The Government has now asked HS2 Ltd to develop proposals to electrify the Midland Main Line between Clay Cross and Sheffield to enable conventional-compatible running, and it now seem more likely that this work will be taken forward through the Phase 2b Hybrid Bill.</i></p>

## HS2 Strategic Board Meeting

23<sup>rd</sup> July 2018

### Item 4: Mitigation

#### 1. Background

- 1.1 The first meeting of the HS2 Mitigation Board took place on the 12<sup>th</sup> June and was chaired by Councillor Simon Spencer. The Board consists of representatives from Borough, City, District and County Councils from Leicestershire, Nottinghamshire and Derbyshire who are directly affected by the proposal. Representatives from HS2 and East Midlands Councils were also present. Following discussion it was agreed that representatives from English Heritage, Historic England and the National Trust would be invited to join the Board in future. The Board also decided to appoint Councillor Phillip Owen from Nottinghamshire County Council as the vice chair.
- 1.2 The main topic of discussion at the meeting was the draft mitigation study produced by SNC Lavalin consultants. This study has looked at the impact of the proposed route at a number of sites along the route and the scope for mitigation of the property, cultural and environmental impacts. The sites examined in the draft are:
  - A) Measham with particular emphasis on the proposed Waterside Development
  - B) Packington
  - C) Kegworth
  - D) Impact on the Trent Valley Vision proposals
  - E) Long Eaton
  - F) Sandiacre and Trowell
  - G) Annesley Hall
  - H) McArthur Glen Designer Outlet
  - I) Newton and Blackwell
  - J) Hardwick Hall, Sutton Scarsdale Hall and Bolsover Castle
  - K) Selston SSSI and Carr Vale nature reserve
  - L) Chesterfield Canal restoration proposals at Staveley and Norwood/Wales Bar
  - M) Westminster Industrial Estate and Saw Pit Industrial Estate
- 1.3 The potential impacts at each of the locations included in the assessment were allocated one of four tiers to identify the anticipated impact of the project and the suggested future actions:
  - Tier 1 – Significant impacts where active engagement is required with HS2 to develop mitigation.
  - Tier 2 – Impacts where representation to HS2 during the next design phase may achieve reductions in impacts.
  - Tier 3 - Major impacts with little opportunity for mitigation where alternative proposals may be required from the appropriate developer in addition to local mitigation proposals.
  - Tier 4 - Major local impacts where local mitigation proposals need to be developed with HS2.

## **2. Feedback on report and next steps**

2.1 The proposed allocation of each of the sites resulting from the Board's discussion is as follows:

### **Tier 1**

Trent Valley Vision, Long Eaton, Sandiacre/Trowell, Hardwick Hall, Chesterfield Canal Staveley, McArthur Glen Designer Outlet.

### **Tier 2**

Packington, Newton/Blackwell, Carr Vale nature reserve.

### **Tier 3**

Measham, Kegworth, Saw Pitt Industrial Estate.

### **Tier 4**

Annesley Hall, Sutton Scarsdale Hall, Bolsover Castle, Selston SSSI, Chesterfield Canal Norwood/Wales Bar, Westminster Industrial Estate.

2.2 The Board agreed that those in tier 3 and 4 predominantly would be taken forward by the relevant authority as they represented more localised issues where detailed discussion and local resources would be needed.

2.3 Tiers 1 and 2 represented more strategic issues which the Board agreed would be subject to broader discussion.

2.4 During the meeting, Board members raised specific concerns about additional areas which they thought needed to be included in the study. There was also more general suggestion that further work needed to be undertaken to understand the potential for part of the line to be placed in tunnel rather than on a viaduct or embankment, particularly as the current proposed option involved the realignment of M1 in sections – with the associated costs and disruption.

*Subsequent discussions have confirmed that available information (not new analysis) will be provided by HS2 to exemplify the comparative costs as far as possible.*

2.5 At the Board meeting it was agreed that SNC Lavalin would carry out additional work as part of the final draft of the report on the impact of the project and potential for mitigation at the following sites:

- A) Strelley and Nuthall
- B) Junction 27 of the M1 and surrounding area
- C) Nottingham Business Park
- D) Ashfield town centre
- E) River Mease SSI
- F) Future development of McArthur Glenn DO and air quality issues on the A38

2.6 It was agreed that a revised version of the report will be produced by mid July. This would be discussed at the next Officer Mitigation Group meeting before a final version was made available to the Board members.

### **3. Future Funding and Next Steps**

- 3.1 The funding for the work already undertaken as part of the Mitigation Study was provided by the HS2 Strategic Board some time ago. For the additional work now being proposed, and for the future studies this may generate, it was agreed that more funding would be required. The recent announcement from DfT to award £1.8m to the development of the East Midlands Hub Station is welcomed and is helpful in that it releases pressure on the remaining LEP funding some of which, it is hoped, can be directed towards supporting the work of the Mitigation Board
- 3.2 It was agreed that the Mitigation Board would meet approximately every two months to fit around the dates of the Strategic Board with the next meeting taking place in September. Critically, the next two meetings of the Mitigation Board will be timed to align with the consultation period on the pending environmental statement which undoubtedly will require considerable debate.

### **4. Recommendations**

- 4.1 That the Strategic Board notes the progress on the mitigation work stream.
- 4.2 That the Strategic Board considers what additional funding can be made available to the Mitigation Board to undertake additional work.

### **Key Contacts**

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## East Midlands HS2 Strategic Board

23<sup>rd</sup> July 2018

### Item 5: Review of Governance & Delivery Arrangements

#### 1. Introduction

1.1 At the last meeting of the Strategic Board members agreed the framework for a revised governance structure to support the delivery of Growth Strategy. The revised proposals include the establishment of:

- a new Executive Board to coordinate delivery activity;
- a new Skills & Supply Chain Board; and
- a refocused Toton Hub Station Delivery Board.

1.2 The Strategic Board asked for detailed proposals to be presented to the next meeting, including new and revised terms of reference and memberships.

#### 2. Detailed Proposals

2.1 Appendix 1 sets out operating principles and detailed proposals for the following:

- Strategic Board
- Executive Board
- Toton Hub Station Delivery Board
- Chesterfield & Staveley Delivery Board
- Skills & Supply Chain Delivery Board
- Mitigation Board

2.2 Existing arrangements have been also been noted to show clearly where changes are proposed.

2.3 Appendix 2 sets out revised officer arrangements to support the new structures.

2.4 If approved, the new arrangements will come into force from September 2018.

#### 3. Recommendations

3.1 The Strategic Board endorses the revised governance arrangements set out in Appendix 1 of this report, subject to any changes agreed by the Strategic Board.

#### Key contacts

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Item 5: Appendix 1

**EAST MIDLANDS HS2 STRATEGIC BOARD**

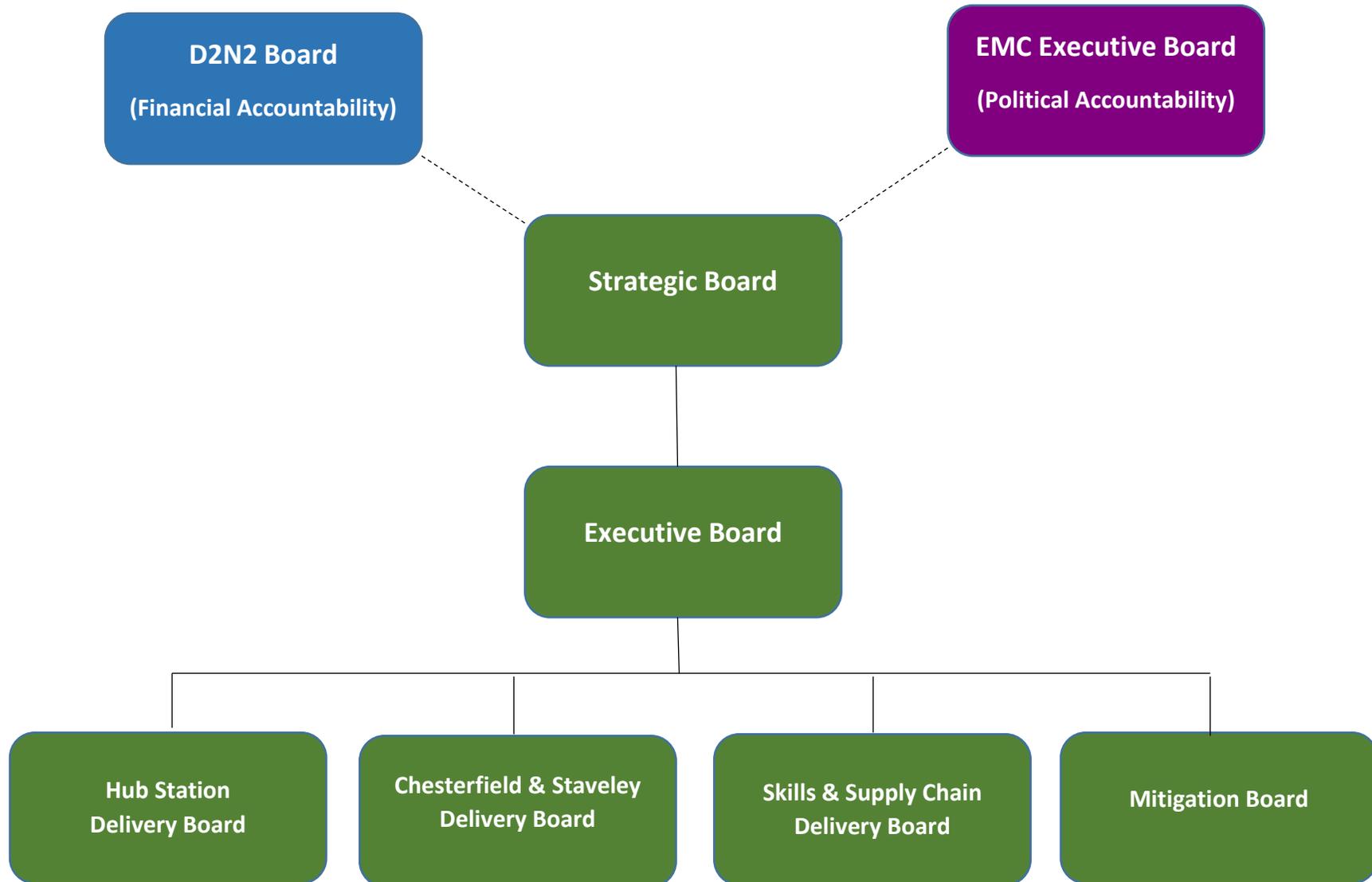
Governance Review for consideration on 23<sup>rd</sup> July 2018

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### **Introduction**

- The Strategic Board meeting of 29<sup>th</sup> May 2018 agreed the principles of a revised governance structure to provide a sound basis for the delivery of the East Midlands HS2 Growth Strategy 'World Class, Locally Led' published in September 2017, and asked that detailed proposals be presented to the next meeting of 23<sup>rd</sup> July 2018.
- The revised governance structure agreed by the Strategic Board is set in Figure 1 below and includes the establishment of a new 'Executive Board' and a new 'Skills & Supply Chain Delivery Board'.
- This document does not alter the governance principles agreed by the Strategic Board, but does set out proposed/revised terms of reference and memberships for each board to ensure they remain 'fit for purpose', along with proposed consistent operating principles.
- This document has been drafted by East Midlands Councils with input from partners and key stakeholders.

Figure 1: Governance Structure agreed by Strategic Board 29<sup>th</sup> May 2018



### **Proposed Operating Principles**

- The Strategic Board should generally meet on a bi-annual basis and the Executive Board generally quarterly, on such days, times and at such venues as determined by each board.
- All other boards should generally meet every 2 months on such days, times and at such venues as determined by each board.
- Agendas and papers for all board meetings will be circulated by e-mail by the relevant board secretariat at least seven days before each board meeting.
- Board members may authorise a named alternate to attend meetings on their behalf in the event of being unable to attend themselves.
- All board decisions will be made by consensus.
- No board decisions made can be deemed to override or compromise the duties or functions of any public body.
- Board meetings will not generally be open to the public, but at the discretion of a board, representatives from outside bodies may be invited to attend a full or part meeting of a Board.
- Agendas and minutes of board meetings should be made publicly available via the relevant board secretariat's web-site within two weeks of a board meeting taking place, along with any papers deemed not to contain confidential or sensitive information.

### Strategic Board - Terms of Reference

Existing (Agreed 11 <sup>th</sup> July 2014)	Proposed
<ul style="list-style-type: none"> <li>• To provide leadership and direction on strategic issues relating to HS2.</li> <li>• To act as the 'place to go' for business leaders and local authorities on matters relating to HS2.</li> <li>• to liaise at a strategic level with HS2 Ltd, the proposed national regeneration company and other government agencies</li> <li>• To receive and consider reports from the Station and Maintenance Depot Delivery Boards.</li> <li>• To develop close links with local authorities and organisations outside the East Midlands to build support for the eastern arm.</li> <li>• To consider and provide a co-ordinated response to initiatives and proposals from HS2 Ltd, DfT and other relevant organisations.</li> <li>• To work with Network Rail and the rail industry to achieve closer integration of the high speed and 'classic' rail networks, ensure effective use of released capacity for passenger and freight services, and to protect and promote the interests of existing rail users.</li> <li>• To secure the resources necessary to support the work of the Strategic Board and the two Delivery Boards.</li> <li>• To provide a focus for media enquiries and develop a strategy to promote the interests of the region and the Board's constituent members.</li> </ul>	<ul style="list-style-type: none"> <li>• To oversee all HS2 matters in the East Midlands including the delivery of the East Midlands HS2 Growth Strategy</li> <li>• To provide a focus for engagement and information exchange with the media, business leaders, MPs and the public on matters relating to HS2 in the East Midlands</li> <li>• To establish other such boards necessary to implement aspects of the Growth Strategy</li> <li>• To agree terms of reference, membership, chairing arrangements and secretariat arrangements of any such boards</li> <li>• To receive and endorse reports from the Executive Board</li> <li>• To ensure that the Strategic Board and other boards have the necessary resources to undertake their terms of reference</li> <li>• To develop and maintain links with other groupings to promote the delivery of Eastern leg of HS2 such as Midlands Connect, Transport for the North and HS2 East.</li> </ul>

### Strategic Board – Membership

Existing		Proposed (No Change)	
<ul style="list-style-type: none"> <li>• Derby City Council</li> <li>• Nottingham City Council/VC EMC (Chair)</li> <li>• Leicester City Council</li> <li>• Derbyshire County Council (Vice Chair)</li> <li>• Leicestershire County Council</li> <li>• Nottinghamshire County Council</li> <li>• Northamptonshire County Council</li> <li>• Ashfield District Council</li> <li>• Chesterfield Borough Council</li> <li>• Broxtowe Borough Council</li> <li>• Erewash Borough Council</li> <li>• NW Leicestershire District Council</li> <li>• East Midlands Airport</li> <li>• East Midlands Further Education Colleges</li> </ul>	<ul style="list-style-type: none"> <li>• Nottingham Trent University</li> <li>• D2N2 LEP</li> <li>• Leicester &amp; Leicestershire LEP</li> <li>• East Midlands Chamber</li> <li>• Rail Forum Midlands</li> <li>• East Midlands TUC</li> <li>• Toton &amp; Chilwell Neighbourhood Forum</li> <li>• Institution of Civil Engineers</li> <li>• NET</li> <li>• HS2 Ltd</li> <li>• Department for Transport</li> <li>• Network Rail</li> <li>• Highways England</li> <li>• HMG Cities &amp; Local Growth Unit</li> <li>• East Midlands Councils (Secretariat)</li> <li>• Anna Soubry MP (papers only)</li> </ul>	<ul style="list-style-type: none"> <li>• Derby City Council</li> <li>• Nottingham City Council/VC EMC (Chair)</li> <li>• Leicester City Council</li> <li>• Derbyshire County Council (Vice Chair)</li> <li>• Leicestershire County Council</li> <li>• Nottinghamshire County Council</li> <li>• Northamptonshire County Council</li> <li>• Ashfield District Council</li> <li>• Chesterfield Borough Council</li> <li>• Broxtowe Borough Council</li> <li>• Erewash Borough Council</li> <li>• NW Leicestershire District Council</li> <li>• East Midlands Airport</li> <li>• East Midlands Further Education Colleges</li> </ul>	<ul style="list-style-type: none"> <li>• A University Representative</li> <li>• D2N2 LEP</li> <li>• Leicester &amp; Leicestershire LEP</li> <li>• East Midlands Chamber</li> <li>• Rail Forum Midlands</li> <li>• East Midlands TUC</li> <li>• Toton &amp; Chilwell Neighbourhood Forum</li> <li>• Institution of Civil Engineers</li> <li>• NET</li> <li>• HS2 Ltd</li> <li>• Department for Transport</li> <li>• Network Rail</li> <li>• Highways England</li> <li>• HMG Cities &amp; Local Growth Unit</li> <li>• East Midlands Councils</li> <li>• MPs; Derbyshire, Leicestershire &amp; Nottinghamshire (papers only)</li> </ul>
<p><b>Chair/Vice nominated by East Midlands Councils Executive Board</b></p>	<p><b>Secretariat: East Midlands Councils</b></p>	<p><b>Chair/Vice nominated by East Midlands Councils Executive Board</b></p>	<p><b>Secretariat: East Midlands Councils</b></p>

### Executive Board – Terms of Reference & Membership

Proposed Terms of Reference	Proposed Membership
<ul style="list-style-type: none"> <li>• To direct and co-ordinate delivery of the Growth Strategy at an operational level.</li> <li>• To ensure the Phase 2 Hybrid Bill and Environmental Statement promotes the delivery of the Growth Strategy.</li> <li>• To provide oversight for East Midlands Gateways (transport) Study and make recommendations to the Strategic Board on proposed transport interventions necessary to ensure the Hub Station is well connected to surrounding town and city centres and to East Midlands Airport.</li> <li>• To consider and agree the scope, timings and composition of joint venture delivery vehicles by 2018/19, with a view to implementation by the spring of 2020.</li> <li>• To influence key strategies and investment plans relevant to the delivery of the Growth Strategy.</li> <li>• To manage and monitor expenditure of Growth Strategy funding and to make reports and recommendations to the Strategic Board</li> <li>• To take decisions on matters delegated or authorised by the Strategic Board.</li> </ul>	<ul style="list-style-type: none"> <li>• The Chair and Vice Chair of the Strategic Board</li> <li>• The Chairs of any other Boards</li> </ul> <p>In so far as not covered by the above:</p> <ul style="list-style-type: none"> <li>• Broxtowe Borough Council</li> <li>• Derby City Council</li> <li>• Derbyshire County Council</li> <li>• D2N2 LEP</li> <li>• Leicester &amp; Leicestershire LEP</li> <li>• East Midlands Airport</li> <li>• East Midlands Chamber of Commerce</li> <li>• Leicestershire County Council</li> <li>• Erewash Borough Council</li> <li>• Nottingham City Council</li> <li>• Nottinghamshire County Council</li> </ul> <p><b>The Chair will be the Chair of the Strategic Board</b>  <b>Vice Chair will be Vice-Chair of the Strategic Board</b>  <b>Secretariat: East Midlands Councils</b></p>

### Toton Hub Station Delivery Board – Terms of Reference

Existing (Agreed 11 <sup>th</sup> July 2014)	Proposed
<ul style="list-style-type: none"> <li>• To develop a master plan for the long term development of the hub station and surrounding area in consultation with the Joint Planning Advisory Board.</li> <li>• To work with the LEP and business leaders to maximise the growth potential of the site whilst protecting and enhancing the economic well-being of town and city centres.</li> <li>• To develop plans to provide effective links to town and city centres in co-operation with the Highways Agency, Network Rail, highway authorities and other transport providers.</li> <li>• To ensure compatibility with the statutory planning process in consultation with the Joint Planning Advisory Board.</li> <li>• to identify a work programme, infrastructure requirements and the resources needed to deliver an effective growth strategy</li> <li>• To agree and oversee the commissioning of specialist technical studies.</li> <li>• To develop and propose options make recommendations to the Strategic Board.</li> </ul>	<ul style="list-style-type: none"> <li>• To establish and implement a comprehensive planning and delivery framework for the Hub Station and surrounding Growth Zone consistent with the Growth Strategy, including the phasing of development and enabling infrastructure.</li> <li>• To engage with the Joint Planning Advisory Board and relevant Local Planning Authorities to ensure the consistency of development proposals with the statutory planning process.</li> <li>• To work with D2N2, universities and the private sector to maximise the growth potential of the Innovation Campus whilst protecting and enhancing the economic well-being of surrounding town and city centres.</li> <li>• To work with HS2 Ltd and other relevant delivery bodies to ensure the Hub Station is well integrated with the Innovation Campus development and can accommodate effective transport linkages to surrounding town and city centres and to East Midlands Airport.</li> <li>• To agree and oversee the commissioning of specialist technical studies to inform the design of the Hub Station and associated infrastructure and to ensure that emerging proposals can enable the delivery of the Growth Strategy).</li> <li>• To bring forward options for a joint venture delivery vehicle(s) for agreement by the Executive Board by 2018/19, with a view to implementation by the spring of 2020.</li> <li>• To oversee the engagement of relevant landowners and their representatives.</li> </ul>

### Toton Hub Station Delivery Board – Membership

Existing	Proposed
<ul style="list-style-type: none"> <li>• Broxtowe Borough Council (Chair)</li> <li>• Derby City Council</li> <li>• Derbyshire County Council</li> <li>• Erewash Borough Council</li> <li>• Nottinghamshire County Council</li> <li>• Nottingham City Council</li> <li>• HS2 Ltd</li> <li>• East Midlands Councils</li> </ul> <p><b>Chair nominated by Broxtowe Borough Council</b> <b>Secretariat: Broxtowe Borough Council</b></p>	<ul style="list-style-type: none"> <li>• Broxtowe Borough Council</li> <li>• D2N2 LEP</li> <li>• Derby City Council</li> <li>• Derbyshire County Council</li> <li>• Erewash Borough Council</li> <li>• Leicestershire County Council</li> <li>• Nottinghamshire County Council (Chair)</li> <li>• Nottingham City Council</li> <li>• A University Representative</li> <li>• East Midlands Chamber of Commerce</li> <li>• HS2 Ltd</li> <li>• DfT</li> <li>• East Midlands Councils</li> </ul> <p>• Ex Officio Members: Chair &amp; Vice Chair of the Strategic Board</p> <p>• At the discretion of the Board, representatives from outside bodies may be invited to attend full or part meetings of the Board.</p> <p><b>Chair nominated by Nottinghamshire County Council</b> <b>Secretariat: Nottinghamshire County Council</b></p>

### Chesterfield & Staveley Delivery Board - Terms of Reference

Existing (Revised 18 <sup>th</sup> November 2016)	Proposed (Minor Changes)
<ul style="list-style-type: none"> <li>• To develop a strategy for economic growth in Chesterfield and central and northern Derbyshire/Nottinghamshire based on the proposals for a Maintenance Depot at Staveley and high speed services to Chesterfield</li> <li>• To develop a connectivity plan for Chesterfield Station for all users (car, bus, train, taxi, cycle, pedestrians), including consideration of classic rail services and east-west links.</li> <li>• To co-ordinate land-use planning and development in the vicinity of the station to maximise economic growth.</li> <li>• To conjunction with HS2 Ltd, Network Rail, and train operators to develop proposals for station improvements, including access arrangements and consideration of platform capacity.</li> <li>• To promote the case for at least two high speed train services per hour to Chesterfield and for additional services consequent to the completion of the 'loop' north of Sheffield, whilst protecting the provision of conventional services.</li> <li>• To develop a plan for the provision of a Maintenance Depot at Staveley consistent with economic development, planning and highway aspirations for the area and to promote its use as a construction site for the main HS2 project.</li> <li>• To work with HS2 Ltd, the LEP, business leaders, local authorities, land owners and local/community organisations to promote awareness of the growth potential of HS2.</li> <li>• To plan for and promote a training facility in the Staveley area in conjunction with HS2 Ltd, the national high speed rail college, education providers and the East Midlands Rail Forum.</li> <li>• To ensure compatibility with the statutory planning process and planned infrastructure proposals in consultation with the relevant local authorities.</li> </ul>	<ul style="list-style-type: none"> <li>• To develop a strategy for economic growth in Chesterfield and central and northern Derbyshire/Nottinghamshire based on the proposals for a Maintenance Depot at Staveley and high speed services to Chesterfield.</li> <li>• To develop a connectivity plan for Chesterfield Station for all users (car, bus, train, taxi, cycle, pedestrians), including consideration of classic rail services and east-west links</li> <li>• To co-ordinate land-use planning and development in the vicinity of the station to maximise economic growth.</li> <li>• To conjunction with HS2 Ltd, Network Rail, and train operators to develop proposals for station improvements, including access arrangements and consideration of platform capacity.</li> <li>• To promote the case for at least two high speed train services per hour to Chesterfield and for additional services consequent to the completion of the 'loop' north of Sheffield, whilst protecting the provision of conventional services.</li> <li>• To develop a plan for the provision of a Maintenance Depot at Staveley consistent with economic development, planning and highway aspirations for the area and to promote its use as a construction site for the main HS2 project.</li> <li>• To work with HS2 Ltd, the LEP, business leaders, local authorities, land owners and local/community organisations to promote awareness of the growth potential of HS2.</li> <li>• To plan for and promote a training facility in the Staveley area in conjunction with HS2 Ltd, the national high speed rail college, education providers and the East Midlands Rail Forum.</li> </ul>

<ul style="list-style-type: none"> <li>• To identify a work programme, infrastructure requirements and the resources needed to maximise the economic potential of the maintenance depot and associated developments.</li> <li>• To agree and oversee the commissioning of specialist technical studies</li> <li>• To make recommendations to the Strategic Board.</li> </ul>	<ul style="list-style-type: none"> <li>• To ensure compatibility with the statutory planning process and planned infrastructure proposals in consultation with the relevant local authorities.</li> <li>• To identify a work programme, infrastructure requirements and the resources needed to maximise the economic potential of the maintenance depot and associated developments.</li> <li>• To agree and oversee the commissioning of specialist technical studies and bids for infrastructure funding (e.g.HIF).</li> <li>• To bring forward options for a joint venture delivery vehicle(s) for agreement by the Executive Board by 2018/19, with a view to implementation by the spring of 2020.</li> </ul>
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#### Chesterfield & Staveley Delivery Board – Membership

Existing	Proposed (Minor Change)
<ul style="list-style-type: none"> <li>• Chesterfield Borough Council (Chair)</li> <li>• Derbyshire County Council</li> <li>• Ashfield District Council</li> <li>• Bolsover District Council</li> <li>• North East Derbyshire District Council</li> <li>• Mansfield District Council</li> <li>• East Midlands Chamber</li> <li>• D2N2</li> <li>• HS2 Ltd</li> <li>• East Midlands Councils</li> <li>• Sheffield City Region</li> </ul> <p><b>Chair nominated by Chesterfield Borough Council</b> <b>Secretariat: Chesterfield Borough Council</b></p>	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council (Chair)</li> <li>• Derbyshire County Council</li> <li>• Ashfield District Council</li> <li>• Bolsover District Council</li> <li>• North East Derbyshire District Council</li> <li>• Mansfield District Council</li> <li>• East Midlands Chamber</li> <li>• D2N2</li> <li>• HS2 Ltd</li> <li>• DfT</li> <li>• East Midlands Councils</li> <li>• Sheffield City Region</li> <li>• Ex Officio Members: Chair &amp; Vice Chair of the Strategic Board</li> </ul> <p><b>Chair nominated by Chesterfield Borough Council</b> <b>Secretariat: Chesterfield Borough Council</b></p>

### Skills & Supply Chain Delivery Board - Terms of Reference & Membership

Proposed Terms of Reference	Proposed Membership
<ul style="list-style-type: none"> <li>• To ensure that the people and businesses of the East Midlands can secure the maximum economic benefit from HS2 investment.</li> <li>• To develop and take forward measures to deliver the five key objectives set out in the Growth Strategy:               <ul style="list-style-type: none"> <li>a) Inspiring young people</li> <li>b) Harnessing Universities</li> <li>c) HS2 Ready Businesses</li> <li>d) Supporting individuals</li> <li>e) Building further education capacity</li> </ul> </li> <li>• To liaise closely with HS2 Ltd, Midlands Engine, BIES, DIT to ensure the East Midlands can benefit from national and international business development opportunities related to HS2.</li> <li>• To understand and implement best practice from elsewhere, and to share best practice from the East Midlands as appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>• D2N2 (Chair)</li> <li>• Leicester &amp; Leicestershire LEP</li> <li>• East Midlands Chamber</li> <li>• A Universities Representative</li> <li>• East Midlands Further Education Colleges</li> <li>• Rail Forum Midlands</li> <li>• East Midlands Federation of Small Businesses</li> <li>• East Midlands TUC</li> <li>• Derbyshire County Council</li> <li>• Leicestershire County Council</li> <li>• Nottinghamshire County Council</li> <li>• HS2 Ltd</li> <li>• Midlands Engine</li> <li>• BEIS</li> <li>• DIT</li> <li>• East Midlands Councils</li>   <li>• Ex Officio Members: Chair &amp; Vice Chair of the Strategic Board</li> </ul> <p><b>Chair nominated by D2N2</b>  <b>Secretariat: D2N2</b></p>

### Mitigation Board - Terms of Reference

Existing (Agreed 26 <sup>th</sup> Mach 2018)	Proposed (No Change)
<ul style="list-style-type: none"> <li>• To consider reports and advice from the Mitigation Officer Group on the potential to mitigate the adverse impact of HS2 in the East Midlands, including (but not limited to) the impact of the scheme on:               <ul style="list-style-type: none"> <li>a) homes and communities, including the social and health impacts of HS2</li> <li>b) existing businesses and other activities, including relocation</li> <li>c) development proposals</li> <li>d) landscape, including strategic infrastructure, green infrastructure and sites of historic, cultural or leisure interest</li> <li>e) severance on transport and recreational routes (highways, public rights of way, canals)</li> <li>f) design principles to mitigate noise, visual impact and loss of amenity</li> </ul> </li> <li>• To promote the case for appropriate mitigation measures at both a general and local level and to prioritise these for submission to HS2 Ltd</li> <li>• To receive and consider advice from specialist technical advisors and input from stakeholders directly affected by HS2</li> <li>• To provide strategic direction to the Mitigation Officer Group, to agree its work programme, and to seek secure appropriate resources to support work on mitigation</li> <li>• To report to and offer advice to the HS2 East Midlands Strategic Board</li> </ul>	<ul style="list-style-type: none"> <li>• To consider reports and advice from the Mitigation Officer Group on the potential to mitigate the adverse impact of HS2 in the East Midlands, including (but not limited to) the impact of the scheme on:               <ul style="list-style-type: none"> <li>a) homes and communities, including the social and health impacts of HS2</li> <li>b) existing businesses and other activities, including relocation</li> <li>c) development proposals</li> <li>d) landscape, including strategic infrastructure, green infrastructure and sites of historic, cultural or leisure interest</li> <li>e) severance on transport and recreational routes (highways, public rights of way, canals)</li> <li>f) design principles to mitigate noise, visual impact and loss of amenity</li> </ul> </li> <li>• To promote the case for appropriate mitigation measures at both a general and local level and to prioritise these for submission to HS2 Ltd</li> <li>• To receive and consider advice from specialist technical advisors and input from stakeholders directly affected by HS2</li> <li>• To provide strategic direction to the Mitigation Officer Group, to agree its work programme, and to seek secure appropriate resources to support work on mitigation</li> <li>• To report to and offer advice to the HS2 East Midlands Strategic Board</li> </ul>

### Mitigation Board – Membership

Existing (agreed 23 <sup>rd</sup> March 2018)	Proposed
<ul style="list-style-type: none"> <li>• Derbyshire County Council (Chair)</li> <li>• Nottinghamshire County Council</li> <li>• Leicestershire County Council</li> <li>• Broxtowe Borough Council</li> <li>• Erewash Borough Council</li> <li>• Chesterfield Borough Council</li> <li>• Ashfield District Council</li> <li>• Bolsover District Council</li> <li>• North East Derbyshire District Council</li> <li>• North West Leicestershire District Council</li> <li>• HS2 Ltd</li> <li>• East Midlands Councils</li> <li>• D2N2</li> </ul> <p><b>Chair nominated by Derbyshire County Council</b>  <b>Secretariat: Derbyshire County Council</b></p>	<ul style="list-style-type: none"> <li>• Derbyshire County Council (Chair)</li> <li>• Nottinghamshire County Council (Vice Chair)</li> <li>• Leicestershire County Council</li> <li>• Broxtowe Borough Council</li> <li>• Erewash Borough Council</li> <li>• Chesterfield Borough Council</li> <li>• Ashfield District Council</li> <li>• Bolsover District Council</li> <li>• North East Derbyshire District Council</li> <li>• North West Leicestershire District Council</li> <li>• Nottingham City Council</li> <li>• Rushcliffe Borough Council</li> <li>• HS2 Ltd</li> <li>• DfT</li> <li>• East Midlands Councils</li> <li>• D2N2</li> <li>• National Trust</li> <li>• Natural England</li> </ul> <p>• Ex Officio Members: Chair &amp; Vice Chair of the Strategic Board</p> <p><b>Chair nominated by Derbyshire County Council</b>  <b>Vice Chair nominated by Nottinghamshire County Council</b>  <b>Secretariat: Derbyshire County Council</b></p>

Item 5 Appendix 2

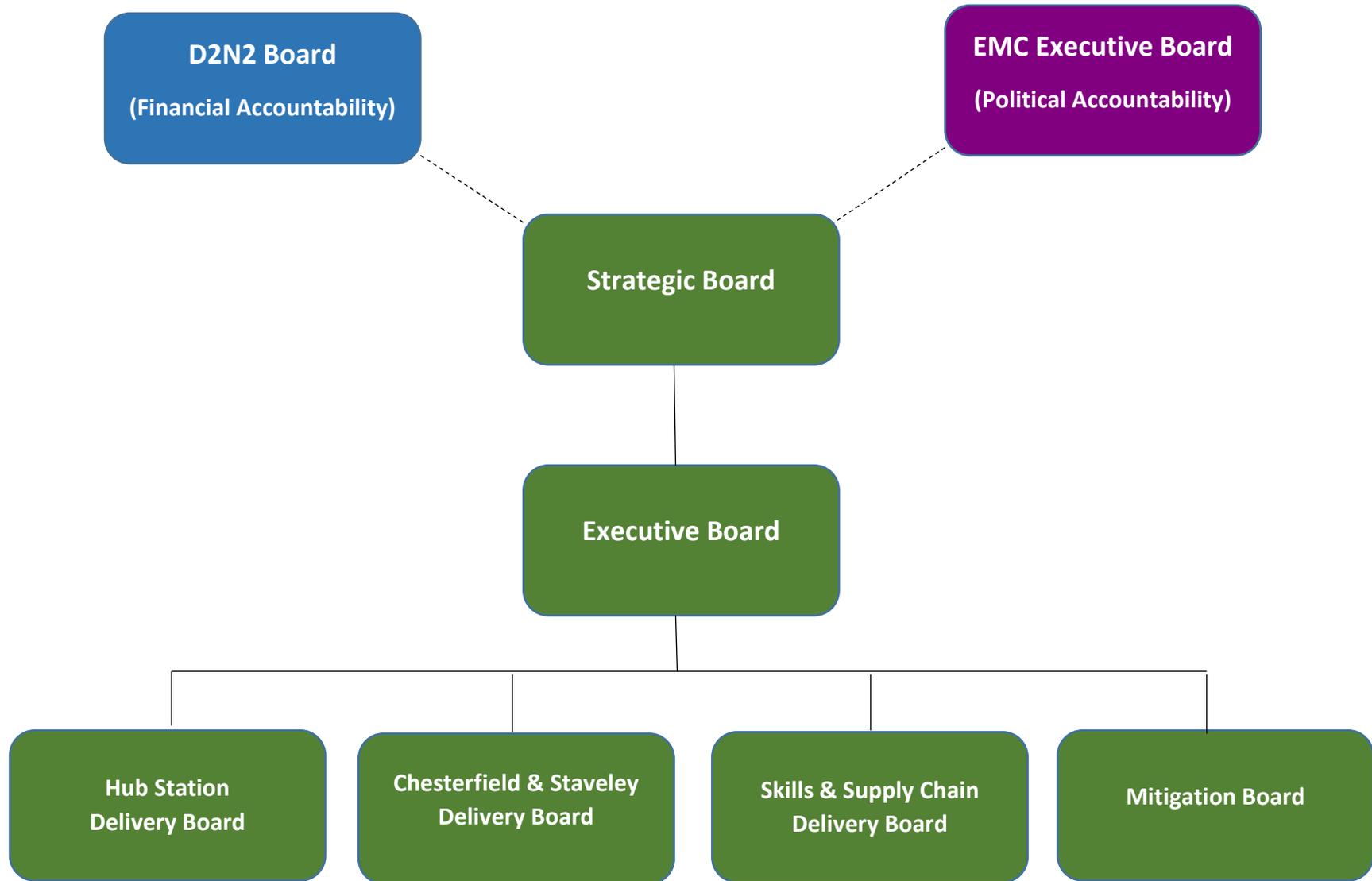
**EAST MIDLANDS HS2 STRATEGIC BOARD**

Governance Review:  
Proposed Officer Arrangements

### Summary

- The Strategic Board meeting of 29<sup>th</sup> May 2018 agreed the principles of a revised governance summarised in Figure 1 below and including the establishment of a new 'Executive Board' and a new 'Skills & Supply Chain Delivery Board'.
- In order to support the new structure, revised officer arrangements will need to be put in place.
- It is proposed to stand down of the existing 'Growth Strategy Officer Group' and 'Executive Team' which were established to draft the Growth Strategy, and replace both by an 'HS2 Delivery Group' which will directly support the Executive Board and Strategic Board, and which as a result should plan to meet every 8 weeks.
- Proposed terms of reference, membership and Chair/Secretariat arrangements for the HS2 Delivery Group are set out below
- Officer arrangements for other Boards are suggested, but will be at the discretion of the relevant Board Secretariat to determine.

Figure 1: Governance Structure agreed by Strategic Board 29<sup>th</sup> May 2018



### HS2 Delivery Group

Proposed Terms of Reference	Proposed Membership
<ul style="list-style-type: none"> <li>• To provide leadership and ensure effective collaboration and co-ordination between all officers engaged in the delivery of the Growth Strategy.</li> <li>• To discuss and agree collective political and technical advice to the HS2 Executive Board and HS2 Strategic Board on matters within their remits.</li> <li>• To discuss and agree agendas and papers for meetings of the HS2 Executive Board and HS2 Strategic Board.</li> <li>• To work with senior Government officials and with senior officials from the Government’s delivery bodies to expedite the delivery of the Growth Strategy and to resolve conflicts or delays where possible.</li> <li>• To support the finance accountable body (D2N2) to monitor grant expenditure made available by Government to support the delivery of the Growth Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• EMC Executive Director (Chair)</li> <li>• EMC Director of Policy &amp; Infrastructure (Secretariat)</li> <li>• Broxtowe Borough Council</li> <li>• Derby City Council</li> <li>• Derbyshire County Council</li> <li>• D2N2 LEP</li> <li>• Leicester and Leicestershire LEP</li> <li>• Leicestershire County Council</li> <li>• Erewash Borough Council</li> <li>• Nottingham City Council</li> <li>• Nottinghamshire County Council (at CX/Director level)</li> </ul> <p>By Invitation:</p> <ul style="list-style-type: none"> <li>• DfT</li> <li>• HMG Cities &amp; Local Growth Unit</li> <li>• HS2 Ltd</li> <li>• Network Rail</li> <li>• Highway England</li> </ul> <p>(at senior official level)</p>

## Other Boards

Board	Chair/Secretariat	Suggested Officer Arrangements
Hub Station Delivery Board	Nottinghamshire CC	<ul style="list-style-type: none"> <li>A Hub Station Working Group has already been established to inform the emerging Hub Station design, working closely with HS2 Ltd and its contractors.</li> <li>An officer steering group to progress the HS2 HIF Expression of Interest to full bid stage has been established.</li> <li>Both groups should retain their separate roles, but in future report into the Delivery Board.</li> </ul>
Chesterfield & Staveley Delivery Board	Chesterfield BC	<ul style="list-style-type: none"> <li>Given the limited geographic coverage of the Delivery Board, a formal officer group may not be necessary.</li> </ul>
Skills & Supply Chain Delivery Board	D2N2 LEP	<ul style="list-style-type: none"> <li>Given the mixed composition of the Delivery Board and its remit, task based sub-groups may be preferable to a formal officer group.</li> </ul>
Mitigation Board	Derbyshire CC	<ul style="list-style-type: none"> <li>A broadly based Mitigation Officer Group has already been established with clear terms of reference and reporting line into the Mitigation Board.</li> </ul>

## Secretary of State appoints Sir Terry Morgan as new HS2 Ltd Chairman

Sir Terry Morgan joins HS2 Ltd from Crossrail Ltd and will take over on 1 August 2018.

Published 13 July 2018

From:

[Department for Transport](#), [High Speed Two \(HS2\) Limited](#), and [The Rt Hon Chris Grayling MP](#)



- Sir Terry Morgan CBE will take over from Sir David Higgins on 1 August 2018
- Sir Terry Morgan joins from Crossrail Ltd — one of Europe's largest infrastructure projects
- Ed Smith CBE also appointed as a non-executive director to the HS2 Ltd board

The Secretary of State Chris Grayling has appointed Sir Terry Morgan CBE as the new Chairman for HS2 Ltd. He will take over from Sir David Higgins on 1 August 2018.

Sir Terry has been the Chair of Crossrail Ltd since 2009 and brings a wealth of experience to HS2 Ltd from many years working in the industry. He was formerly Chief Executive of Tube Lines, a PPP company that was contracted to maintain and upgrade the infrastructure of the Jubilee, Northern and Piccadilly lines, and held leading roles at BAE Systems, Rover Group and the Chartered Management Institute.

He has an MSc in Engineering Production and Management, is a Fellow of the Royal Academy of Engineering, the Institution of Engineering and Technology and the Institution of Civil Engineers.

Transport Secretary Chris Grayling said:

*Sir Terry's appointment as Chair of HS2 ensures that we will continue to see world-class leadership in an exciting period for one of Europe's most significant infrastructure projects, helping deliver huge economic growth and improvements for passengers across the country.*

*His wealth of experience and expertise, demonstrated in numerous leading roles including overseeing the ambitious Crossrail project, as well as his respected reputation and enthusiasm, will be invaluable in the project's continued success.*

*I also extend my great thanks to Sir David Higgins, who has led this project with determination and vision. He has brought huge expertise and experience to the development of the project and to making the case for HS2 as a driver of economic transformation.*

Sir Terry Morgan said:

*It is a privilege to take up this crucial role with HS2 – a railway that will help transform this country through better connections for over 300,000 passengers every single day.*

*HS2 will be a driving force behind greater prosperity and productivity across the country, unlocking opportunities for growth and regeneration and building a transport network fit for the future. I look forward to meeting the team and beginning the vital work of taking this magnificent project from strength to strength.*

Sir David Higgins, out-going Chairman of HS2 Ltd, said:

*It has been a privilege to work on HS2 and watch the project grow from concept to the point of construction. Terry is the right person to not only continue that process but lift it to the next level.*

*During the past 4 years local authorities and business leaders in the midlands and the north have not only recognised HS2's potential to re-balance the national economy, but have also made it an integral part of their plans for the future. Terry has the experience and expertise to keep delivering to that ambitious agenda.*

Mark Thurston, HS2 Ltd Chief Executive said:

*As we continue the process of moving from design to construction, HS2 is stepping up a gear. In our short history we have contracted over 2,300 small, medium and large firms across the country and that process is only going to keep picking up pace in the next few years. As we continue to evolve as an organisation to meet that challenge, the guidance and direction that Terry will bring to his role will be vital.*

*We will shortly also announce the appointment of a Chief Operating Officer and Chief Finance Officer – further signs of HS2 getting ready for the challenge ahead.*

The Transport Secretary has also announced that Ed Smith CBE has been appointed as a non-executive director of the HS2 Ltd board. Non-executive board members are senior figures from outside government, appointed to provide challenge to government departments.

As set out in the government's [code of practice](#), non-executive board members should be appointed directly by the Secretary of State and are not civil servants