AGENDA

1. Introductions & Apologies

2. Minutes of last meeting & matters arising*
   • DfT confirmation of Tranche 2 Growth Strategy Funding
   • Final Strategic Board response to Phase 2 consultation
   • East Midlands RTPI Awards

3. Update from DfT & HS2 Ltd
   • Verbal update on key issues raised in the Phase 2 consultation.

4. Growth Strategy Delivery Update*
   • Presentation on technical work programme
   • Chesterfield Development Framework Draft Brief for Agreement
   • HS2 Hub Station Design Support Draft Brief for Agreement

5. Hub Station Delivery Board Update*

6. Chesterfield and Staveley Delivery Board Update*

7. Midlands Connect Update*
   • Final Strategy & investment priorities

8. HS2 East Update*
   • Summit Meeting 27 April 2017, Edinburgh

9. Any Other Business

10. Date of Future meetings (all at Loxley House)
    • 31st May 2017 1.00pm to 3.00 pm
    • 26th July 2017 1.00 pm to 3.00 pm
    • 27th September 2017 1.00 pm to 3.00 pm
    • 29th November 2017 1.00 pm to 3.00 pm

*Papers attached
EAST MIDLANDS HS2 STRATEGIC BOARD
MINUTES OF THE MEETING HELD ON 25TH JANUARY 2017
LOXLEY HOUSE, NOTTINGHAM
MINUTES

Present:
Cllr Jon Collins     Nottingham City Council
Cllr Jim Creamer     Nottinghamshire County Council
Cllr Paul Dunn      Derbyshire County Council
Cllr Chris Corbett   Erewash Borough Council
Cllr Michael Powell  Erewash Borough Council
Cllr John Burrows    Chesterfield Borough Council
Cllr Tricia Gilby    Chesterfield Borough Council
Peter Richardson    Chair of D2N2
Ruth Hyde            Broxtowe Borough Council
Geoff George        Nottinghamshire County Council
Andy Gibbard        Derby City Council
Callum Gibson       Mott McDonald
Ken Harrison        HS2 Growth Partnership
Conrad Jones        HS2 Ltd
Andy Gibbard        Derby City Council
Paul Clarke         Derby City Council
Steve Cannon        Derbyshire County Council
Garry Scott         Leicester City Council
Chris Carter        Nottingham City Council
Ian Morgan          Wellglade
Mike Rich           Chesterfield Borough Council
Carol Cooper-Smith  Ashfield District Council
Michael Henson      Turner and Townsend
Christian Hoskins   Network Rail
William Kemp        Institute of Civil Engineers
Ann Carruthers      Leicestershire County Council
Stuart Young        East Midlands Councils
Andrew Pritchard    East Midlands Councils

Apologies:
Cllr Anne Western   Derbyshire County Council
Cllr Alan Rhodes    Nottinghamshire County Council
Cllr Ian Morris    Northamptonshire County Council
Cllr Steve Calvert Nottinghamshire County Council
Cllr Martin Rawson  Derby City Council
David Ralph       D2N2
Rob Fairy          Network Rail
Andy Cliffe        East Midlands Airport
Phil Crossland    Leicestershire County Council
Paul Eeles         EMFEC
Mark Fiander       Nottingham City Council
<table>
<thead>
<tr>
<th>Item 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Apologies and Introductions</strong></td>
</tr>
<tr>
<td>1.1 Cllr Collins asked members to introduce themselves.</td>
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<tr>
<td>1.2 Apologies noted as above.</td>
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<tr>
<td><strong>2. Minutes of meeting held on 18th November 2016 and Matters Arising</strong></td>
</tr>
<tr>
<td>2.1 The minutes were agreed as an accurate record of the meeting. Matters arising were covered on the agenda.</td>
</tr>
<tr>
<td><strong>3. Growth Strategy Delivery Update</strong></td>
</tr>
<tr>
<td>3.1 Andrew Pritchard introduced this paper to the Board, summarising the current work on the development of the East Midlands HS2 Growth Strategy. The report set out a Commissioning Budget for the next phase of work up to the submission of the Growth Strategy in July 2017, together with draft briefs for three key pieces of work that are proposed for procurement by the end of January 2017.</td>
</tr>
</tbody>
</table>
| 3.2 The Strategic Board:  
  • Endorsed the commissioning budget set out under item 3 of the report  
  • Endorsed the draft briefs set out in appendices 2, 3 and 4.  
  • Gave delegated authority to the Chair and Vice Chair of the Strategic Board and the Chair of the D2N2 LEP to agree further briefs before the next meeting of the Strategic Board to deliver the agreed work programme. (Note: Briefs for the four concept studies were endorsed by this process) | AJP |
| **4. Funding & Delivery Mechanisms Study Update** |
| 4.1 Ken Harrison from the HS2 Growth Partnership introduced this report to the Board. |
| 4.2 Following a procurement process a team comprising GVA Billfinger and Amion Consulting have been appointed to deliver the Funding & Delivery Mechanisms Study to inform the July 2017 Growth Strategy submission. A project inception meeting was held on 9th January 2017. |
| 4.3 Members noted the progress on the Funding & Delivery Mechanisms Study. |
| **5. Science & Innovation at Toton (‘Deep Dive’) Report** |
| 5.1 Andrew Pritchard introduced this report to the Board. |
| 5.2 Following Eskosgen’s report looking at the economic development opportunities of the new HS2 station at Toton and linked areas, the Board requested specific investigation into the science and innovation potential. |
| 5.3 The report confirmed the potential for such development around the Hub Station, and set out a three phase approach to its delivery. |
5.4 The Strategic Board:
- Endorsed the approach set out in the Consultants’ report and agreed that it should form part of the strategy for the area around the HS2 Hub station;
- Noted the realisation of phase 2 and 3 of the proposed approach would depend on the success of the first phase; and
- Supported D2N2 LEP in seeking to engage the region’s universities more effectively in order to gain their support and involvement in science and innovation facilities around the Hub Station.

6. Derby Connectivity Study Presentation

6.1 Andy Gibbard, Derby City Council, presented this item to the Board.

6.2 The presentation summarised the outcome of early technical work to assess options for improving the Derby end of the A52 in order to improve access to the Hub Station at Toton. The options assessment would feed into wider work informing the development of the HS2 Growth Strategy in July 2017.

6.3 The Strategic Board welcomed the presentation.

7. Chesterfield and Staveley Delivery Board Presentation

7.1 Michael Rich, Executive Director, Chesterfield Borough Council, presented this item to the Board.

7.2 The presentation summarised emerging proposals for development and regeneration related to the Chesterfield Station and the Infrastructure Maintenance Depot at Staveley

7.3 Cllr Collins welcomed the scale of ambition shown by the Borough Council.

7.4 Cllr Dunn highlighted the importance of the membership of the Chesterfield and Staveley Delivery Board reflecting the geographic economic influence of what was now proposed for Chesterfield.

7.5 The Strategic Board welcomed the presentation.

8. Route Mitigation

8.1 At the last meeting Strategic Board Members requested the establishment of an additional work-stream out-with the Growth Strategy focussed on route mitigation, to help minimise the impact of the line of route on local communities through effective mitigation, drawing on best practice form Phase 1.

8.3 The report introduced by Andrew Pritchard set out a draft response from the Strategic Board to the Phase 2 Consultation, and proposed the establishment of a Mitigation Officer Group chaired by a senior officer of Derbyshire County Council.
<table>
<thead>
<tr>
<th>Item 2</th>
<th>ACTION</th>
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<tbody>
<tr>
<td>8.2</td>
<td>The Strategic Board:</td>
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<td></td>
<td>• Endorsed the principles set out under 3.2 as the basis of a regional response to the HS2 consultation – with an additional reference to extending wider connectivity west of the Hub Station; and</td>
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<td></td>
<td>• Endorsed the establishment of a Mitigation Officer Group.</td>
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<td>9.</td>
<td>Midlands Connect Update</td>
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<tr>
<td>9.1</td>
<td>Andrew Pritchard introduced this paper to the Board.</td>
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<tr>
<td>9.2</td>
<td>The Midlands Connect Strategy is due to be published by the end of March 2017. The recent confirmation of a further £12 million of government support for Midlands Connect (in addition to the £5 million for the Midlands Rail Hub) will allow for a three year programme of further technical work to develop key priorities towards programme entry in the post 2020 period.</td>
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<tr>
<td>9.3</td>
<td>A number of Midlands Connect priorities will directly relate to the delivery of the East Midlands HS2 Growth Strategy.</td>
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<tr>
<td>9.4</td>
<td>The Strategic Board welcomed progress on the Midlands Connect Strategy.</td>
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<td>10.</td>
<td>HS2 East Update</td>
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<tr>
<td>10.1</td>
<td>Andrew Pritchard advised the Board of the forthcoming Summit meeting scheduled to take place on 27th April 2017 in Edinburgh.</td>
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<td>11.</td>
<td>Any Other Business</td>
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<tr>
<td>11.1</td>
<td>None</td>
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<tr>
<td>12.</td>
<td>Dates of Future Meetings – all meetings will be held at Loxley House, Nottingham</td>
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<tr>
<td>31st May 2017</td>
<td>1.00 pm to 3.00 pm</td>
</tr>
<tr>
<td>26th July 2017</td>
<td>1.00 pm to 3.00 pm</td>
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<tr>
<td>20th September 2017</td>
<td>1.00 pm to 3.00 pm</td>
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<tr>
<td>29th November 2017</td>
<td>1.00 pm to 3.00 pm</td>
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Dear David,


Thank you for your email of 16 December. Colleagues in DCLG and DfT have considered the work specification and submission setting out your bid for the second tranche of HS2 growth funding.

I am writing to confirm I have received clearance to make a resource grant payment of £625,000 to Derbyshire County Council (as the accountable body for the D2N2 Local Enterprise Partnership) under S31 of the Local Government Act 2003. I attach a signed Grant Determination Form.

This funding, as committed in the 2015 Spending Review and confirmed in last November’s preferred route announcement for HS2 Phase 2b, will support the second phase of the development of the HS2 Growth Strategy at the proposed HS2 Toton station location and wider sub-region.

This funding represents the second tranche of funding for your Growth Strategy and does not prejudge the HS2 Phase 2b route decision later this year. However, we are pleased to see that you will be considering the opportunities in the Chesterfield area as a result of both the Staveley Depot and the potential for HS2 trains to stop at Chesterfield. We welcome your recognition of the importance of engaging with the Sheffield City Region work to ensure that there is a joint approach to addressing the opportunities in the area.

I have a few observations on your outline specification for phase 2 of the Growth Strategy which it would be good to discuss as we go forward.

Economic Growth

I note you have conducted a baseline analysis of the economic benefits HS2 will generate within the region, and set out an economic vision how these benefits may be increased and spread with the correct strategy.
Phase 2 of your work should focus on how the forecast benefits of the proposed interventions will deliver your economic vision, in terms of user benefits, land value uplift, productivity, GVA, housing and jobs.

It may be helpful for each intervention to have a clear economic narrative that sets out the mechanisms through which the investment will impact the economy and achieve the Growth Strategy objectives.

**Intervention development, prioritisation and implementation**

Prioritisation of interventions and the consideration of funding and investment opportunities will be key to ensuring that the strategy is deliverable. Analysis will be required to support the prioritisation process, and I note your intention to develop a multi-modal model. It is important that the modelling programme enables timely decisions to be taken on the options that may affect the Phase 2 design process, for example access to the Toton station via the A52.

Agreement on priorities is similarly important, and we expect that the relationship between the final Growth Strategies and the forward priorities of Midlands Connect is clear and that, together, these provide a coherent strategy for the way in which the region is seeking to maximise the benefits of HS2.

In particular, addressing the issues around heavy rail connectivity to Toton will require close working with DfT and NR. We will work with you to ensure there is a joined-up approach to the challenges.

The Growth Strategy will form the basis for further work over the coming years as preparation for HS2 Phase 2 gears up. This will include continuing engagement with HS2 Ltd to influence the hybrid Bill and moving the prioritised interventions and sites towards delivery. As no further funding will be available to support this activity it will be important to define clear implementation plans, which local partners support, as part of the Strategy.

**Toton and the surrounding site**

It will be important to develop a proposition for the station site which will be the gateway to the East Midlands. It will need to build on the opportunities locally and while it will be necessary to maintain a degree of flexibility, sufficient certainty will need to be provided to ensure it is attractive to investors. I am aware of one potential approach, the potential ‘multi-university’. This early thinking relating to a site for collaboration and research may result in an attractive proposition but will need to be developed further with local stakeholders to ensure there will be real demand. Funding will be a crucial issue as there is no obvious national source.

As you are aware Government thinking on capturing land value uplift is developing and it would be helpful if, as part of your work, the specific opportunity sites which are likely to benefit from significant uplift as a result of the HS2 station could be identified.
Mitigation

HS2 will clearly have an impact on homes and businesses across parts of the East Midlands. Whilst this is not the main focus of the Growth Strategy, any opportunities to support mitigation activity should be addressed. This could include ensuring appropriate sites will be made available for businesses which are displaced as a result of HS2.

Skills

We are aware that there are some common issues across the Midlands, especially relating to the skills agenda and supporting the supply chain. Work to date has identified that there are strengths in both the West and East Midlands but there has been little joint work at this stage. We would like to see the strengths of both regions reflected in initiatives across the Midlands Engine geography as we move forward.

Next steps

It would also be good to discuss with you what support we can give you as you move forward on your Growth Strategy. You are already working closely with the HS2 Growth Partnership (HS2GP), but you may find it useful to explore where further Government expertise could help. For instance, there may be benefit in Government providing analytical support in appraising different options. Support from the Homes and Communities Agency is also available and we will be arranging a meeting shortly to discuss their on-going engagement.

If you have any questions regarding this letter, please do not hesitate to contact me or my colleague, Zach Arundel, tel: 020 7944 4886, email: Zachary.arundel@dft.gsi.gov.uk.

Yours sincerely,

CAVENDISH ELITHORN
Citation
1. This determination may be cited as the HS2 Growth Strategy for the proposed East Midlands Station – Tranche 2 Grant Determination (2016-17): No. 31/2937

Purpose of the Grant
2. The purpose of the grant is to provide support to local authorities in England towards expenditure lawfully incurred or to be incurred by them.

Determination
3. The Secretary of State determines a grant of £625,000 to the Derbyshire County Council.

Treasury consent
4. Before making this determination in relation to local authorities in England, the Minister obtained the consent of the Treasury.

Signed by authority of the Secretary of State for the Department for Transport.

A Senior Civil Servant within the Department for Transport

30 January 2017
9th March 2017

FREEPOST
HS2 Phase 2B Route Refinement Consultation

Dear Sir/Madam

CONSULTATION RESPONSE AGREED BY THE EAST MIDLANDS HS2 STRATEGIC BOARD

The East Midlands HS2 Strategic Board consists over 25 organisations concerned with ensuring that the delivery of HS2 in the East Midlands maximises economic benefits for local people and minimises and mitigates negative environmental impacts. The Strategic Board is chaired by Cllr Jon Collins, Leader of Nottingham City Council and Vice Chair of East Midlands Councils. Full membership and terms of reference are set out below.

The Strategic Board published an emerging East Midlands HS2 Growth Strategy in September 2016 (available on the EMC web-site) which sets out initial proposals to use HS2 connectivity to generate:

- an additional 74,000 jobs; and
- an additional £4 billion of GVA by 2042

A final version of the Growth Strategy will be submitted in July 2017.

The Strategic Board met on the 25th January 2017 and agreed to make the following representations to the Government’s consultation on substantive changes to proposals for the eastern leg of HS2. Individual members of the Strategic Board may submit additional responses highlighting more detailed issues of local or sectoral concern.

The East Midlands HS2 Strategic Board:

- Re-affirms strong support for Toton as the location for a HS2 Hub Station serving the East Midlands and is keen to explore the potential for at least partial opening by 2030 rather than 2033 as currently proposed.

- Re-affirms strong support for locating an Infrastructure Maintenance Deport at Staveley near Chesterfield.

- Strongly supports proposals for serving Sheffield by HS2 classic compatible trains, including the provision of HS2 classic compatible trains serving Chesterfield.
• Supports the proposed amended alignment of the eastern leg, subject to appropriate mitigation and any detailed comments from relevant councils, which will also provide the most economically effective way of serving Scotland by HS2.

• Welcomes the safeguarding of the whole route (both confirmed and proposed), which will unlock statutory compensation for those property owners directly affected and provide certainty to Local Transport Authorities and Local Planning Authorities; and

• Supports a high level alignment through Long Eaton that reduces community severance – subject to any detailed comments from the relevant councils and no detriment to the technical feasibility of a northern facing classic compatible link at the Hub Station or the potential to extend tram and wider connectivity (including bus, taxi, cycling and walking) west of the Hub Station.

If you have any questions or comments, please do not hesitate to contact me in the first instance.

Yours faithfully,

Andrew Pritchard
Director of Policy & Infrastructure
East Midlands Councils
**East Midlands HS2 Strategic Board**

**Terms of Reference**

- to provide leadership and direction on strategic issues relating to HS2;
- to act as the ‘place to go’ for business leaders and local authorities on matters relating to HS2;
- to liaise at a strategic level with HS2 Ltd, the proposed national regeneration company and other government agencies;
- to receive and consider reports from the Station and Maintenance Depot Delivery Boards;
- to develop close links with local authorities and organisations outside the East Midlands to build support for the eastern arm;
- to consider and provide a co-ordinated response to initiatives and proposals from HS2 Ltd, DfT and other relevant organisations;
- 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;
- to secure the resources necessary to support the work of the Strategic Board and the two Delivery Boards;
- to provide a focus for media enquiries and develop a strategy to promote the interests of the region and the Board’s constituent members.

**Membership**

<table>
<thead>
<tr>
<th>Derby City Council</th>
<th>D2N2 LEP</th>
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</thead>
<tbody>
<tr>
<td>Nottingham City Council (Chair)</td>
<td>Leicester &amp; Leicestershire LEP</td>
</tr>
<tr>
<td>Leicester City Council</td>
<td>East Midlands Chamber</td>
</tr>
<tr>
<td>Derbyshire County Council (Vice Chair)</td>
<td>Rail Forum East Midlands</td>
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<tr>
<td>Leicestershire County Council</td>
<td>East Midlands TUC</td>
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<tr>
<td>Nottinghamshire County Council</td>
<td>Institution of Civil Engineers</td>
</tr>
<tr>
<td>Northamptonshire County Council</td>
<td>NET</td>
</tr>
<tr>
<td>Ashfield District Council</td>
<td>HS2 Ltd</td>
</tr>
<tr>
<td>Chesterfield Borough Council</td>
<td>Department for Transport</td>
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<tr>
<td>Broxtowe Borough Council</td>
<td>Network Rail</td>
</tr>
<tr>
<td>Erewash Borough Council</td>
<td>Highways England</td>
</tr>
<tr>
<td>NW Leicestershire District Council</td>
<td>HMG Cities &amp; Local Growth Unit</td>
</tr>
<tr>
<td>East Midlands Airport</td>
<td>East Midlands Councils (Secretariat)</td>
</tr>
<tr>
<td>East Midlands Further Education Colleges</td>
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East Midlands HS2 Strategic Board
22nd March 2017

Item 4: HS2 Growth Strategy Delivery Update

1. Introduction

1.1 This paper summarises current work on the development of the East Midlands HS2 Growth Strategy. It goes on to outline progress on implementing the Commissioning Budget for the next phase of work up to the submission of the Growth Strategy in July 2017 agreed at the last meeting of the Strategic Board, including work in and around the Hub Station at Toton, Chesterfield and the Staveley Depot.

2. Growth Strategy Tranche 2 Funding

2.1 Following discussion at the last Strategic Board meeting and subsequent endorsement by the EMC Executive Board and the D2N2 Board, a submission was made to the Government to draw down the remaining £625,000 of Growth Strategy funding originally announced in the Government’s 2015 Command Paper on the 16th December 2016.

2.2 The Government accepted the submission on the 30th January 2017, and the funds will be made available through D2N2 by the end of March 2017. The total amount of funding available to complete the Growth Strategy (excluding partner contributions & Midlands Connect funding) will be:

<table>
<thead>
<tr>
<th>GS Tranche 1 uncommitted:</th>
<th>£308,000</th>
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<tr>
<td>GS Tranche 2</td>
<td>£625,000</td>
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<tr>
<td><strong>Total GS Funds Available</strong></td>
<td><strong>£933,000</strong></td>
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</table>

3. Commissioning Budget

3.1 Working with the HS2 Growth Partnership, a ‘commissioning budget’ was agreed at the last meeting of the Strategic Board identifying the work that will need to be undertaken over the coming months to inform the July 2017 submission (highlighted in orange below), and longer term work to inform the development of the Phase 2b Hybrid bill (highlighted in green below) – updated to reflect the results of recent procurement exercises.

<table>
<thead>
<tr>
<th>Commission</th>
<th>GS Funds</th>
<th>Description</th>
<th>Consultants</th>
<th>Project Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery &amp; Funding Mechanisms</td>
<td>153,000</td>
<td>This study will set out a financial model to fund key investments and proposals for a delivery body to take forward implementation.</td>
<td>BGVA &amp; Amion</td>
<td>HS2 Growth Partnership</td>
</tr>
<tr>
<td>Development Infrastructure Funding</td>
<td>100,000</td>
<td>This study will produce a high level infrastructure capacity and needs assessment to demonstrate the scale of investment required to deliver the Growth Strategy.</td>
<td>Peter Brett Associates</td>
<td>HS2 Growth Partnership</td>
</tr>
<tr>
<td>Toton Development Framework</td>
<td>140,000</td>
<td>The study will produce an ambitious yet realistic vision for the scale and form of development around the Hub Station and a route map for its delivery. To be overseen by the Hub Station Delivery Board.</td>
<td>BDP &amp; Jacobs</td>
<td>HS2 Growth Partnership</td>
</tr>
<tr>
<td>Chesterfield Development Framework</td>
<td>60,000</td>
<td>This will be developed in partnership with Chesterfield Borough Council and Derbyshire County Council, and will follow a similar format to the Toton Development Framework. <em>A brief for the work is set out under Appendix 1.</em> The Government expects this work to be joint funded with HS2 Growth Strategy resources allocated to Sheffield City Region. To be overseen by the Chesterfield &amp; Staveley Delivery Board and procured through a Derbyshire County Council Framework contract with AECOM.</td>
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<tr>
<td><strong>Consultants:</strong> AECOM</td>
<td></td>
<td><strong>Project Management:</strong> Derbyshire County Council</td>
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<tr>
<td>Skills Strategy Phase 2</td>
<td>50,000</td>
<td>This study will take the forward the initial study to develop a comprehensive skills and supply chain strategy as a key component of the July 2017 submission.</td>
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<tr>
<td><strong>Consultants:</strong> East Midlands Chamber/RFEM/University of Derby</td>
<td></td>
<td><strong>Project Management:</strong> Nottinghamshire County Council</td>
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<tr>
<td>Toton Freight Depot Options Concept Study</td>
<td>25,000</td>
<td>This is a study to look at strategic options for re-locating the rail freight depot to free up additional land at Toton for high value economic uses. To be taken forward jointly with Network Rail to inform the July 2017 submission.</td>
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<td><strong>Consultants:</strong> WSP</td>
<td></td>
<td><strong>Project Management:</strong> HS2 Growth Partnership</td>
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<tr>
<td>M1 J25 Hub Station Access Concept Study</td>
<td>25,000</td>
<td>This is a study to develop an initial proposition for highway access to the Hub Station building on work already carried out through Midlands Connect, to inform the July 2017 submission.</td>
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<tr>
<td><strong>Consultants:</strong> Jacobs</td>
<td></td>
<td><strong>Project Management:</strong> East Midlands Councils</td>
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<tr>
<td>Public Transport Concept Study</td>
<td>25,000</td>
<td>This is a study to develop an initial strategic concept for public transport and heavy rail services serving the Hub Station to inform the July 2017 submission.</td>
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<td><strong>Consultants:</strong> Mott MacDonald</td>
<td></td>
<td><strong>Project Management:</strong> Nottingham City Council</td>
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<tr>
<td>Tram Route Assessment Concept</td>
<td>25,000</td>
<td>This is a study to undertake an initial prioritisation on alternative tram/BRT routes previously identified to inform the July 2017 submission.</td>
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<tr>
<td><strong>Consultants:</strong> Systra</td>
<td></td>
<td><strong>Project Management:</strong> Nottingham City Council</td>
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<tr>
<td>Hub Station Design Support</td>
<td>120,000</td>
<td>This will be used to procure a specialist technical support to work with HS2 Ltd’s design consultants (when procured) to inform the Phase 2b Hybrid Bill, to ensure the Hub Station is capable of facilitating the delivery of the Growth Strategy. <em>A Draft outline specification is set out in Appendix 2</em></td>
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<tr>
<td>A52 Corridor MMS</td>
<td>100,000</td>
<td>This is an initial contribution to the development of a Multi-Modal Study for the corridor that will inform the Phase 2b Hybrid Bill which will focus on model development. Additional contributions from Midlands Connect, HE and HS2 Ltd are anticipated to deliver the whole study.</td>
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<td>Classic Compatible Full Business Case</td>
<td></td>
<td>This will be led by Midlands Connect and will build on EM work previously undertaken and will inform the Phase 2b Hybrid Bill. No further EM Growth Strategy contribution anticipated.</td>
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<tr>
<td>Heavy Rail Access including Trent Junction</td>
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<td>This will be led by Midlands Connect and will build on the Midlands Connect SOBC work to be completed by the end of March 2017 and will inform the Phase 2b Hybrid bill. No further EM Growth Strategy contribution anticipated.</td>
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<tr>
<td>Programme Management</td>
<td>60,000</td>
<td>Contributions towards HS2 Executive Team. Contributions (in-kind or cash) secured/expected from key partners</td>
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<tr>
<td>Contingency</td>
<td>50,000</td>
<td>Available to meet any budget shortfall or additional work</td>
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<tr>
<td><strong>Total</strong></td>
<td>933,000</td>
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3.2 A large amount of inter-dependant technical work will be delivered in a short space of time in order to inform Growth Strategy submission in July 2017 (summarised below). In line with the agreed MoU with the Strategic Board, The HS2 Growth Partnership will play a key role in managing the...
delivery the work programme, but a number of others will also project manage individual pieces of work.

3.5 To facilitate a ‘one team approach’ two inception days have been held bringing all the relevant consultant teams together on site:
- Chesterfield/Staveley: 13th March 2017
- Toton and surrounding sites: 16th March 2017

3.6 There is potential for additional piece of technical work to assess the feasibility of the ‘Maid Marian Line’, which would link Mansfield/Ashfield and Ilkeston with the Hub Station via the existing freight line, subject to a detailed specification and sufficient available funds.

3.7 A presentation on the work programme will be made at the Strategic Board meeting.

3.8 The further work to inform the Phase 2b Hybrid bill will take place over a longer time-period, with the transport elements being taken forward through the Midlands Connect 3 Year Programme funded by additional £12 million of support announced by Government in October 2016.

4. **Recommendations**

4.1 The Officer Group is invited to:

- Endorse progress on the development and delivery of the HS2 East Midlands Growth Strategy; and
- Endorse the draft brief for the Chesterfield Development Framework set out Appendix 1 and the Hub Station Design Support draft specification set out in Appendix 2 of this report, subject to any amendments agreed by the Strategic Board.

**Key Contacts**
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David Ralph D2N2 LEP: david.ralph@d2n2lep.org
Ken Harrison HS2 Growth Partnership: kharrison@hs2gp.co.uk

14
1. PURPOSE OF BRIEF

1.1. The council is seeking consultant support to develop a growth strategy for Chesterfield and North Derbyshire to maximise the benefits of HS2 generally in the region, and specifically the proposal for an Infrastructure Maintenance Depot at Staveley and for High Speed services serving Sheffield to stop in Chesterfield, which feeds into the East Midlands and Sheffield City Region (SCR) Growth Strategies.

1.2. The work will need to be undertaken in collaboration with other studies already commissioned to develop the East Midlands strategy, in particular the Funding and Delivery Mechanisms study and the Development Infrastructure Funding study. Links will also be made with the skills strategy work for the East Midlands, in particular the role that the Infrastructure Maintenance Depot (IMD) can play in supporting training linked to a range of providers including the national rail college.

1.3. The study will also be used in supporting the case for:

- Increasing the frequency and range of services that may serve Chesterfield;
- Use of, and understanding the impacts of, using the proposed IMD during the construction phase of HS2 phase2b.
- Accelerating the work to enable road infrastructure to unlock the IMD site for wider development bringing significant jobs and homes growth to the area.

2. BACKGROUND AND CONTEXT

HS2 IN NORTH DERBYSHIRE

2.1. In 2013 the Government announced proposals for a second phase of High Speed Rail in the UK, to link London with Birmingham, Manchester and Leeds. At the time part of the route passed through North Derbyshire and included proposals for stations at Toton and Sheffield Meadowhall, and an Infrastructure Maintenance Depot (IMD) at Staveley in Chesterfield Borough.

2.2. Following further discussions with stakeholders and consideration of wider cost pressures, in July 2016 Sir David Higgins (Chairman of HS2 Ltd) published an analysis of different options for the route through South Yorkshire. This included for the first time a proposal to run high speed services along a spur from the main HS2 line into Sheffield Midland with a stop at Chesterfield station.

2.3. Following this report from Sir David, government published a proposed revised route on 15th November 2016, in line with the recommendations made by the HS2 Chairman. This also included plans showing the extent of land around the route to be safeguarded from development.

2.4. The revised proposals cover Phase 2b of the HS2 route (Crewe to Manchester in the west and West Midlands to Leeds in the east). Of particular relevance to Chesterfield Borough are the proposals to:

- Realign the main HS2 route further east north of M1 junction 29, closer to Bolsover. This would replace the previously published route that passed through the Markham Vale development and between Woodthorpe and Netherthorpe;
Item 4: Appendix 1

- Create a new spur linking the main HS2 line near Hilcote to the existing Erewash Valley line near Stonebroom enabling high speed ‘classic compatible’ trains to serve Chesterfield (currently proposing one service stopping in Chesterfield per hour) and Sheffield Midland;
- A revised site layout of the proposed Staveley Infrastructure Maintenance Depot (IMD) and revised access route from the HS2 mainline, following the route of disused lines.

EMERGING GROWTH STRATEGIES

2.5. Chesterfield BC has been working with partners for some time on plans for HS2, including chairing a Staveley Depot Board as part of the wider East Midlands governance arrangements. Since the proposals for a station in Chesterfield, it has become increasingly important to work with partners to develop and promote the potential benefits for the area and to support the wider strategies for growth to the north and south of Chesterfield.

2.6. The role of the depot Board has now broadened out to include the proposals for high speed rail serving Chesterfield station. The membership of the group is being revised in order to fulfil this wider role. The North Derbyshire Authorities are represented on the East Midlands HS2 Board, SCR HS2 Board and the officer groups supporting those Boards. Officers are also working closely with the HS2 Growth Partnership to ensure a full and relevant contribution to the work on the East Midlands Growth Strategy.

2.7. There are a range of other strategies relevant to this study, including but not limited to:
- Emerging East Midlands HS2 Growth Strategy
- Existing and emerging Local Plans
- LEP Strategic Economic Plans
- Sheffield City Region Infrastructure Investment Plan (SCRIIP)
- Derbyshire Local Transport Plan
- A61 Corridor Strategy
- Emerging Derbyshire Infrastructure Plan

2.8. Work being commissioned to support the East Midlands Growth Strategy will consider the potential economic uplift of the updated proposals for north Derbyshire, including sectors likely to benefit and reviewing and identifying development opportunities.

2.9. The known strategic development sites and connectivity improvements across North Derbyshire will be provided through current plans and proposals.

2.10. We will also make available the data and information already provided to HS2 as part of emerging work on the EIA for HS2 phase 2b.

3. STUDY OUTPUTS

3.1. The study will provide a report considering the following areas of work:
- Identifying Connectivity Improvements
2. Outline Masterplan for Chesterfield Station and surrounding area
3. Use of the IMD during the construction phase

IDENTIFYING CONNECTIVITY IMPROVEMENTS

3.2. The study will provide an appraisal of the improvements to connectivity required to maximise the benefit of HS2 proposals, including a review of the issues, currently proposed interventions (see above) and identifying any additional measures that should be investigated. In particular this will cover:
   • A review of currently proposed connectivity improvements
   • Identification of additional improvements and infrastructure that should be investigated to improve access to HS2 services by all modes of transport
   • The likely extent of the catchment area for HS2 services utilising Chesterfield Railway Station
   • The capacity and suitability of the existing station to serve HS2 services
   • A review of deterrence factors (what would deter potential users from accessing station)
   • The potential impact on existing classic services of an increased frequency of HS2 services

3.3. This will need to consider all modes of transport to and from the station (private vehicle (including taxis and private hire), walking, cycling and public transport) and include connectivity to Chesterfield Town Centre and adjacent development opportunities. (Detailed consideration of connectivity within the station environment itself will be covered in the second area of work).

3.4. The study will identify a range of options for improving strategic connectivity to Chesterfield Station by all modes, including identifying a preferred option and developing an outline business case for interventions including potential financing routes.

3.5. The output will be a set of high level options for improving accessibility to Chesterfield Railway station by all modes of transport

OUTLINE MASTERPLAN FOR CHESTERFIELD STATION

3.6. This study will provide a strategic vision for the area around Chesterfield Station as served by High Speed Rail, including a ‘route map’ of how to achieve this vision and an indicative investment programme. The vision should be ambitious and inspirational in seeking to set out and justify the ideas necessary to transform the area and maximise the benefits of High Speed Rail. It must also be credible and the inputs of the East Midlands Funding and Delivery Mechanisms study team will be important in helping to check and challenge the emerging designs as part of any development process.

3.7. Specifically, it will deliver an outline masterplan for Chesterfield Railway Station and its immediate environment, identifying a transport hub solution that provides value for money and capacity for future pedestrian flow and passenger interchange between all modes of travel and surrounding streets, that is integrated into the surrounding area. This will include consideration of issues such as platform capacity, passenger and vehicle circulation, car parking and pick-up/drop-off facilities. The study will develop outline designs and consider the potential business case and financing routes.

3.8. It will review existing development opportunities in the vicinity of the station and identify any additional opportunities/sites, including improving links between them. The study will consider
whether the ambitions for existing development opportunities are sufficiently ambitious in order to maximise the beneficial impacts of HS2 and the mix of uses in these locations.

3.9. In doing so the study will have regard to existing development and regeneration strategies including set out in paragraph 2.7, above.

3.10. The output will be an outline masterplan for Chesterfield Station and the surrounding area

USE OF IMD DURING CONSTRUCTION PHASE

3.11. The study will consider the potential for the proposed Infrastructure Maintenance Depot at Staveley to be utilised during the construction stages of HS2 phase 2b. In particular it will identify:

- The potential Economic Impacts in terms of jobs and supply chain
- Potential site requirements
- Infrastructure requirements including access to the site

3.12. The output will be an assessment of the benefits and adverse impacts of the use of the Staveley Depot Site for the construction of HS2 to support masterplanning of the wider area.

4. GOVERNANCE

4.1. The client for the work will be a joint client team of officer from Chesterfield Borough Council and Derbyshire County Council. A wider officer steering group will be established to oversee and provide input into the study including officers representing the surrounding District/Borough Councils and Derbyshire and Nottinghamshire County Councils. This will report on progress to the HS2 Staveley Depot and Chesterfield Station Board and, through that, to the East Midlands and SCR HS2 Boards.

5. TIMESCALES

5.1. The study will feed into the East Midlands HS2 Growth Strategy, which needs to be completed by July 2017. The work will therefore need to be completed to a strict timetable:

- Appointment and initial scoping meetings – Mid March 2017
- Data Collection and Background research - March/Early April 2017
- Report preparation – April 2017
- Initial draft report for review and comment – Beginning of May 2017
- Final Report – End May 2017
East Midlands HS2 Growth Strategy
Hub Station Design Support
Outline Service Specification

March 2017
1. **Introduction**


1.2. Given the economic and geographic structure of the East Midlands, the ability to maximise the economic benefits of HS2 is largely dependent on the extent to which key locations and sites across the region can be linked effectively to the HS2 network. This will require excellent access to the Hub Station by road, classic rail, tram/BRT, bus, taxi, cycle and on foot.

1.3. D2N2 LEP and East Midlands Councils (‘the client’) want to ensure that the design for the HS2 Hub Station at Toton (which will form the basis of the Phase 2b Hybrid Bill to be submitted to Parliament in 2019) facilitates the implementation of the East Midlands HS2 Growth Strategy, or at the very least does not frustrate it.

1.4. The Client requires design support to work with the consultants appointed by HS2 Ltd to articulate the design requirements of the Hub Station which are necessary to deliver the East Midlands HS2 Growth Strategy, and to contribute to securing a station design that meets the objectives of both national Government and local partners.

1.5. As such the design support procured will need to demonstrate:

- A clear understanding the East Midlands HS2 Growth Strategy, and its implications for the design of the Hub Station;
- A clear understanding of the infrastructure constraints and opportunities of the station site, topography, natural and built environment assets and townscape;
- Extensive experience of the design of rail stations, multimodal transport interchanges and transport infrastructure;
- A collaborative and highly flexible approach to working;
- An ability articulate partner requirements in ways that can be taken forward positively by the design team appointed by HS2 Ltd;
- Excellent communication and partnership management skills; and
- A rigorous approach to project management and reporting.
2. **Work Already Undertaken**


2.2 The report set out a series of functional design principles to maximise economic growth potential for the Hub Station set out below:

| 1. Provide High Speed and ‘classic compatible’ connectivity from the Hub Station, not only to London, but also to Birmingham, Sheffield, Leeds, York - and on to the North East and Scotland. |
| 4. Extend the existing tram network from the existing Toton Park and Ride site to the Hub Station. |
| 8. Maximise land available for economic development around the station, for example by provision of efficient multi-storey underground car parking. |
| 2. Create efficient rail connections with the principal East Midlands stations – including Derby, Leicester, Nottingham, Chesterfield, Mansfield/Ashfield, Loughborough, Long Eaton and Beeston. |
| 5. Make provision for future extensions of the train network west of the Hub Station, potentially to Long Eaton, East Midlands Airport and Derby |
| 9. Achieve high quality cycle and walking connectivity to and through the Hub Station from surrounding communities east and west of the Hub Station. |
| 3. Make changing between modes and between HS2 and classic trains as easy and convenient as possible for passengers at the Hub Station, for example through the provision of ‘cross platform interchange’. |
| 6. Provide efficient access from the Strategic Road Network, without adding to local congestion. |
| 10. Maintain and improve local connectivity across the rail alignments from surrounding communities – particularly in Long Eaton. |
| 7. Provision for ‘through’ bus and coach services serving the Hub Station as part of wider public transport networks. |

2.3 This principles have been used to develop initial proposals for connecting the Hub Station into surrounding transport networks and a concept design for the Hub Station itself, both of which set out below.
Scenario 1 - "Single crossing"

East Midlands Hub Station: Concept Design

1. An iconic, world class destination station
2. Efficient interchange and attractive regional & national connectivity with capacity for growth
   - 2a HS2 & classic rail services cross-platform connectivity
   - 2b Nottingham Express Transit ‘The Tram’ & buses/coaches/taxis
   - 2c Car parking underground, not occupying developable land
3. High quality public ‘station square’ as the gateway to the area...
   ...and the heart of the development of a new ‘destination’
4. Day one (a) and future (b) track alignment crossings for NET, buses, taxis, cyclists and pedestrians towards Long Eaton & beyond
5. Allow for future development potential west of the station
6. Green corridors in the landscape as the ‘first infrastructure’
7. Ensure connections to the south, and to all surrounding communities

Commissioned by East Midlands Councils from Farrells & Peter Brett Associates
November 2015
2.4 As the Local Planning Authority, Broxtowe Borough Council have adopted a land use masterplan for the site adjacent to the Hub Station to provide a planning context for detailed development proposals.

![Composite Broxtowe Plan – indicative land use allocations – See APPENDIX 1](image)

3. **Work Currently Underway**

3.1 Whilst the Emerging Growth Strategy document provides a sound basis, further detailed analysis is required to set out the development potential of key sites, a costed programme of infrastructure improvements, and delivery and funding mechanisms that will have the confidence of Government and other potential investors. As a result, a significant programme of work is currently underway to inform the final Growth Strategy Submission in July 2017, which is summarised below.
<table>
<thead>
<tr>
<th>Commission</th>
<th>GS Funds</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Delivery &amp; Funding Mechanisms</td>
<td>153,000</td>
<td>This study will set out a financial model to fund key investments and proposals for a delivery body to take forward implementation. <strong>Consultants:</strong> BGVA &amp; Amion <strong>Project Management:</strong> HS2 Growth Partnership</td>
</tr>
<tr>
<td>Development Infrastructure Funding</td>
<td>100,000</td>
<td>This study will produce a high level infrastructure capacity and needs assessment to demonstrate the scale of investment required to deliver the Growth Strategy. <strong>Consultants:</strong> Peter Brett Associates <strong>Project Management:</strong> HS2 Growth Partnership</td>
</tr>
<tr>
<td>Toton Development Framework</td>
<td>140,000</td>
<td>The study will produce an ambitious yet realistic vision for the scale and form of development around the Hub Station and a route map for its delivery. To be overseen by the Hub Station Delivery Board. <strong>Consultants:</strong> BDP &amp; Jacobs <strong>Project Management:</strong> HS2 Growth Partnership</td>
</tr>
<tr>
<td>Chesterfield Development Framework</td>
<td>60,000</td>
<td>This will be developed in partnership with Chesterfield Borough Council and Derbyshire County Council, and will follow a similar format to the Toton Development Framework. A brief for the work is set out under Appendix 1. The Government expects this work to be joint funded with HS2 Growth Strategy resources allocated to Sheffield City Region. To be overseen by the Chesterfield &amp; Staveley Delivery Board and procured through a Derbyshire County Council Framework contract with AECOM. <strong>Consultants:</strong> AECOM <strong>Project Management:</strong> Derbyshire County Council</td>
</tr>
<tr>
<td>Skills Strategy Phase 2</td>
<td>50,000</td>
<td>This study will take the forward the initial study to develop a comprehensive skills and supply chain strategy as a key component of the July 2017 submission. <strong>Consultants:</strong> East Midlands Chamber/RFEM/University of Derby <strong>Project Management:</strong> Nottinghamshire County Council</td>
</tr>
<tr>
<td>Toton Freight Depot Options Concept Study</td>
<td>25,000</td>
<td>This is a study to look at strategic options for re-locating the rail freight depot to free up additional land at Toton for high value economic uses. To be taken forward jointly with Network Rail to inform the July 2017 submission. <strong>Consultants:</strong> WSP <strong>Project Management:</strong> HS2 Growth Partnership</td>
</tr>
<tr>
<td>M1 J25 Hub Station Access Concept Study</td>
<td>25,000</td>
<td>This is a study to develop an initial proposition for highway access to the Hub Station building on work already carried out through Midlands Connect, to inform the July 2017 submission. <strong>Consultants:</strong> Jacobs <strong>Project Management:</strong> East Midlands Councils</td>
</tr>
<tr>
<td>Public Transport Concept Study</td>
<td>25,000</td>
<td>This is a study to develop an initial strategic concept for public transport and heavy rail services serving the Hub Station to inform the July 2017 submission. <strong>Consultants:</strong> Mott MacDonald <strong>Project Management:</strong> Nottingham City Council</td>
</tr>
<tr>
<td>Tram Route Assessment Concept</td>
<td>25,000</td>
<td>This is a study to undertake an initial prioritisation on alternative tram/BRT routes previously identified to inform the July 2017 submission. <strong>Consultants:</strong> Systra <strong>Project Management:</strong> Nottingham City Council</td>
</tr>
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</table>
4. **Programme**

4.1 This will be an ongoing commission, potentially stretching up to the submission of the Phase 2b Hybrid bill in 2019, but with a clear focus on the period from mid-2017 to early 2018 when key decisions are likely to be made.

4.2 A detailed programme of engagement and activity will need to be agreed between with the client, the procured design support resource, HS2 Ltd, and HS2 Ltd’s design consultants, which reflects the key milestones in the development of the Hybrid bill.

4.2 Further detail to add in consultation with HS2 Ltd.

5. **Procurement**

5.1 There are a number of options for procurement, including:

- Seek a secondee from a partner organisation;
- Procure a resource from a commercial architectural practice

5.2 There is up to £120,000 available to support this activity.

5.3 Further detail to add in consultation with HS2 Ltd and HS2 Growth Partnership
East Midlands HS2 Strategic Board  
22nd March 2017  
Item 5: HS2 Hub Station Delivery Board Update

1. Background

1.1 The Delivery Board met on the 6th March to consider the following matters:

- The HS2 route consultation response from Broxtowe Borough Council;
- The emerging Growth Strategy work-streams; and
- Proposals for funding and delivery mechanisms.

2. Key Issues

2.1 **Route Consultation.** The Delivery Board discussed responses to the HS2 Route consultation including that made by Stapleford Town Council. The Town Council provided a detailed response, which included the need for improvements to Bessell Lane to open up access to the town centre and secure new inward investment in the town. The Delivery Board re-iterated previous support for the Erewash ambitions to secure an elevated route that would avoid the severance of parts of Long Eaton. The Local concerns for residents of Broxtowe were considered with the position of Broxtowe Borough Council being that the Council welcomes the prospect of the HS2 East Midlands Hub station at Toton and is determined to capitalise on the economic opportunities this brings for the residents of the area, whilst doing all in its power to mitigate any harmful impacts of the development.

2.2 **Growth Strategy Work-streams.** The Delivery Board were supportive of the emerging work-streams relating to Development Infrastructure Funding, The Toton Development Framework and Skills Strategy. The Delivery Board noted the timescales to complete the work in time for a July Growth Strategy Submission, and wanted the opportunity to discuss the emerging work at a June Hub Delivery Board Meeting in order to contribute to the final submission.

2.3 **Funding and Delivery Mechanisms.** Ken Harrison presented to the Delivery Board on the funding and delivery mechanisms study.

3. Next Steps

3.1 The Delivery Board considered that the emerging work to support the Growth Strategy submission will be very helpful in ensuring that the potential of economic growth is facilitated in conjunction with addressing local concerns about access to the station, attractive open spaces, and local road congestion.

3.2 It was also noted that a Neighbourhood Plan Area designation was due to be confirmed in the Growth Area to the east of the HS2 safeguarded land. The Neighbourhood Forum will be the key group in ensuring local expectations in Toton and Chilwell are considered as part of the emerging work to support the Growth Strategy.
4. Recommendation

4.1 The Strategy Board notes the work of the Hub Station Delivery Board

Key Contacts:

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Steffan Saunders: steffan.saunders@broxtowe.gov.uk
East Midlands HS2 Strategic Board
22nd March 2017
Item 6: Chesterfield and Staveley Delivery Board Update

1. Background

1.1 At the meeting of the Board on 25th January, a presentation was made setting out the opportunities that arise from the plans for an HS2 depot at Staveley and stop at Chesterfield station. The Board also approved an allocation of funding to support further work to realise those opportunities, subject to final sign-off by the Chair, Vice-Chair and D2N2 Chief Executive.

1.2 Following that meeting, a wide range of activity has been undertaken by partners and further work planned. This paper provides a summary of that activity. The progress described here was reported to and discussed at the Staveley Depot and Chesterfield Station Board meeting of 16th March. At that Board meeting it was noted that this recent activity represents a significant and positive shift in the pace and dynamism of the work to maximise opportunities from HS2 across north Derbyshire. As reflected in the summary below, there is a strong commitment from all partners to collaborate and ‘catch up’. The Depot and Station Board are resolved to ensure that this happens and called on partners across the East Midlands to recognise and support the full part that developments in Chesterfield can play in the growth strategy for the region.

2. Update

2.1 A number of partners responding to the (now closed) consultation on HS2 Route Refinement have been supportive of the proposals for a stop at Chesterfield station and a maintenance depot at Staveley. As noted at the station/depot Board meeting on 16th March, support for the depot has grown following the adjustments made to the route to the proposed depot site. As well as support, partners have also made a number of ‘asks’ of government through their responses, including early decision making and electrification of the Midland Mainline, more than one stop per hour at the station and use of the depot site as a construction base. Businesses in the area were encouraged to respond in support of the proposals through the Destination Chesterfield network.

2.2 A brief for work required to support the EM Growth Strategy (included under Item 4 of this agenda) has been developed and agreed by officers from Chesterfield Borough Council (CBC) and Derbyshire County Council (DCC). This has shaped by discussions with East Midlands Councils (EMC), HS2 Growth Partnership (HS2GP), D2N2 and Sheffield City Region (SCR). It has been further refined following an inception meeting on 13th March (see below). The work to fulfil the brief will be undertaken by Aecom who have been appointed through a DCC led process. Aecom will undertake this work in close collaboration with the wider team of consultants supporting the East Midlands Growth Strategy and work to a reporting timetable that will meet the wider requirements of submitting the growth strategy in July.

2.3 A Chesterfield inception meeting was held on 13th March, bringing together lead officers from DCC, CBC, North East Derbyshire and Bolsover Councils, EMC and HS2GP with Aecom and two of the consultant teams appointed to support the EM strategy (GVA, Peter Brett Associates). A full day programme included site visits to the depot site, Waterside and the station. The meeting established a clear work programme for the respective consultant teams and clarified the information requirements for inputs to the respective studies. The consultancy teams will meet again in mid-April in order to quickly develop options and potential cost/benefits for the station and surrounding area, as this is the least developed part of the strategy at this stage.
2.4. The Board for the station and depot (now re-named the HS2 Staveley Depot and Chesterfield Station Board) has met and agreed to revise and broaden its membership and supporting arrangements in order to drive this work and deliver the wider remit of enabling more than one HS2 development site and bringing benefits across a wider geography. The revised membership will reflect comments made at the previous meeting of the Strategic Board.

2.5 As part of supporting that Board, recruitment is underway for a dedicated HS2 programme manager, to be hosted and funded by CBC but working to the wider partnership. Depending on notice periods, an officer may be in post by June-July.

2.6 Work has continued on the impact of route alignment on plans for the maintenance depot and what changes this requires to the wider masterplans for the Staveley works corridor. This activity has been funded through previous support from D2N2 and will supplement the activity set out in the latest brief to consider the potential for the depot site serving as a construction base. As well as the site visit noted above, a site visit has also been made by the Deputy Leader and Leader-elect of CBC.

2.7 To support the planning for the depot, Solvay (current leaseholder for the site) have offered to compile land condition data they hold and develop some high-level options for site remediation.

2.8 A meeting between D2N2 and SCR was held to discuss the respective role played by the Chesterfield proposals within the two growth strategies, the proposed further work planned to support those strategies and funding arrangements. There is a commitment from SCR to fund further work required in Chesterfield. Provided the current allocation for work prior to July is sufficient, the SCR contribution is most likely to be drawn down for detailed work on station master planning post-July, following the outputs of the high-level study currently commissioned.

2.9 A meeting has been scheduled with Nottinghamshire County Council to ensure that a full contribution is made to the skills strategy for HS2 in the East Midlands, capturing the opportunities arising at both the depot and the station.

2.10 A briefing has been held for CBC elected members to set out the case for maximising the opportunities arising from HS2 in the borough and beyond. Around 20 attended with positive feedback and strong support for the emerging approach.

2.11 Development continues at Waterside, adjacent to Chesterfield station, where HS2 is now being used as part of the marketing collateral for the development, including at MIPIM.

2.12 This is clear evidence that HS2 can deliver economic benefits for the area well in advance of development commencing.

3. Next steps

3.1 The focus for partners in the next two months is to deliver against the work programme referred to in section 5 above, maintaining pace to ensure that a full contribution is made to the final growth strategy to be submitted in July.
4. Recommendation

4.1 The Board is asked to note and comment on the update provided.

Cllr John Burrows
Chair of HS2 Staveley Depot and Chesterfield Station Board
16th March 2017
1. Introduction

1.1 Midlands Connect is a partnership of Local Transport Authorities and Local Enterprise Partnerships that have come together to develop a Strategic Transport Strategy for the Midlands by March 2017, with financial support from the Department for Transport.

1.2 In addition to the £5 million for Midlands Connect up to March 2017, the Government has recently announced a further £12 million up to March 2020. This gives the partnership greater certainty over the medium term and the ability to progress early priorities identified in the March 2017 Strategy. The 2016 Autumn Statement also included an allocation of £5 million towards preparation costs for the Midlands Rail Hub, project previously identified by Midlands Connect. If fully implemented, the Midlands Rail Hub will create an extra ten trains paths through central Birmingham, which would facilitate a significant improvement in east-west rail connectivity across the Midlands.

2. Midlands Connect Strategy: Powering the Midlands Engine

2.1 The full Midlands Connect Strategy was published on the 9th March 2017.

- An Executive Summary is available in Appendix 1. The full documentation is available at: https://www.midlandsconnect.uk/publications/
- The press release at: https://www.midlandsconnect.uk/latest-news/transport-strategy-launched-to-power-the-midlands-engine/
- The full details of the evidence base supporting the strategy will be published on the Midlands Connect web-site by the end of March 2017.

2.2 The publication of the strategy is a major technical and political achievement and completes the core requirement of the Government’s original £5 million investment in Midlands Connect. It is worth noting that Transport for North has yet to produce a similar document, which will be a key requirement of becoming a statutory Sub-National Transport Body.

3. Next Steps

3.1 The next milestone for Midlands Connect is the agreement of 3 year programme, which will set out a business plan for the £17 million of funding announced in the 2016 Autumn Statement. The Midlands Connect Strategic Board will be asked to agree a draft of this in June 2017 prior to formal signoff by the Department for Transport.

3.2 A number of interventions relevant to the East Midlands HS2 Growth Strategy have been prioritised for early investment over the next three years:
• A52 Corridor Multi-Modal Study (contribution)
• Heavy Rail Access to the Hub Station including Trent Junction remodelling
• Classic Compatible Strategic Business Case (joint with TfN)
• Released Capacity Strategic Business Case (joint with TfN)

3.3 This additional work will help develop robust business cases to inform the Phase 2b Hybrid Bill and the investment programmes of Network Rail and Highways England – and as a result deliver key aspects of the East Midlands HS2 Growth Strategy.

3.4 Existing Midlands Connect governance and resourcing arrangements will be rolled forward to the end of the June 2017 to provide continuity. The Midlands Connect Strategic Board will consider revised arrangements as part of the 3 year programme, which will also need to take account the establishment of an elected Mayor for the West Midlands Combined Authority.

4. Recommendation

4.1 The Strategic Board welcomes progress on the Midlands Connect Initiative.

Key Contact:
Andrew Pritchard, East Midlands Councils: andrew.pritchard@emcouncils.gov.uk
Executive Summary: Powering the Midlands Engine

March 2017
Foreword

I am honoured to introduce the Midlands Connect Final Strategy, which outlines this region’s vision to become an engine for growth through investment in transport infrastructure for this generation and the next.

With this strategy we aim to improve the quality of life for those living in the Midlands as well as attract even more international businesses to the region. We believe that investing in this region’s transport can benefit the whole country and create a positive ripple effect to boost the development of industry, skills and housing.

Back in July, we launched the Picking Up The Pace report, which set out a case for accelerating the planning and design stages of key transport projects in the Midlands so they can be built during the first half of the 2020s. This was the first stage of a journey which laid the foundations for the strategy set out here.

Along that journey, the route for Phase Two of HS2 was announced. This was a landmark moment that will ensure the Midlands and the UK will become major economic players on a global scale and must not be stalled if the wider UK economy is to prosper. Additionally, the announcement of the Government’s Industrial Strategy highlighted the importance of infrastructure improvements to the success of the UK economy. And the Government’s endorsement of Midlands Connect being integral to the Industrial Strategy was confirmed with £17 million in funding at the end of 2016 to draw up detailed plans for the transport links needed to power the Midlands Engine.

With Brexit on the horizon, Midlands Connect is vital to meeting the challenge of helping our regional economy flourish by securing further investment in our transport networks, allowing our businesses to become more efficient and boosting our export potential. This strategy is designed to secure further infrastructure funding needed to lay the groundwork for improved connectivity across the Midlands, bringing the east and west closer together and opening the region’s businesses to the world.

The level of collaboration between our business and civic leaders to create this strategy is unrivalled and will result in a boom for the region’s industries. In the coming year we will be working with government to push this strategy forward and bring success to the businesses and people in the Midlands.

Building on our momentum, the Midlands, together with government has an opportunity to use HS2 as a catalyst for growth and create a transport network that can deliver a once in a generation opportunity for long term economic success - not just for us here, in the Midlands Engine, but across the UK.

Thank you all for your continued support.

Sir John Peace
Chairman of Midlands Engine and Midlands Connect
Executive Summary

The Midlands Connect Partnership

Midlands Connect is a pan-Midlands partnership of local transport authorities, local enterprise partnerships and local business representatives working with the Department for Transport and its key delivery bodies. The Partnership now forms the transport component of the Midlands Engine for Growth.

The Midlands is the largest economic area outside of London. It attracts more inward investment and creates more start-up businesses than anywhere in the UK outside of the capital. It is already home to six million jobs, and our companies export to 178 countries. A strong Midlands economy brings growth to the rest of the UK because the supplier and customer networks of our businesses spread far and wide.

The Midlands is the first region to benefit from HS2. Through Midlands Connect, we are making sure the region is not only well connected to the three HS2 Stations (Curzon Street, Interchange and East Midlands Hub) but also the three stations served by classic compatible trains (Chesterfield, Crewe and Stafford). We also want to capitalise on the released capacity HS2 will bring. Road and rail networks that work in the Midlands also work for the UK because they bring regional economies closer together and improve access to markets, suppliers and consumers – both within the UK and overseas.

Whilst the Midlands economy is strong it is not reaching its full potential, with productivity below the national average. If we can improve transport connectivity between towns and cities within the Midlands and with key centres elsewhere, then we could boost economic growth to the benefit of both the Midlands and UK plc.

The Midlands Connect Strategy sets out our proposals for how we can start to turn some of this untapped economic potential into real growth: more and better jobs for local people, more trade and investment for local companies, and more opportunities for businesses to expand and for communities to thrive. Our work has been developed in close collaboration with the DfT, Network Rail, Highways England, HS2 Ltd and other key stakeholders.

Whist our vision is ambitious, it is built on a strong technical evidence base and does not assume unlimited financial resources. In addition to implementing existing commitments, we set out a limited number of priorities which we will develop further over the next three years, making use of the additional £17 million of Government funding announced in autumn 2016, to enable delivery to start in the period 2020-25. We also provide a set of longer term interventions for development and delivery over the following years.

Our objective is to establish a rolling 25-year programme of strategic road and rail improvements, split into five year ‘blocks’ consistent with expected road and rail investment periods and the implementation of HS2. This comprehensive long term approach will give much-needed certainty to businesses, communities and investors whilst also improving quality of life, improving skills and enhancing access to new opportunities – both within the Midlands and beyond.

Executive Summary

The Midlands trades with 178 countries worldwide

£2.8bn

Only UK region with an export surplus to China - £2.8bn

130%

Inward investment projects grew by 130% between 2011 and 2015
January 2014
Partnership Formed

Summer 2014
Baseline Report

Summer 2015
Economic Impacts Study

Winter 2016
Emerging Strategy

Summer 2016
Picking up the Pace

October 2015
Strategy Development
Launched

Spring 2017
Midlands Connect
Strategy: Powering the
Midlands Engine

Autumn 2017
Midlands Connect to feed
into Rail Investment Strategy,
Road Investment Strategy
and HS2 Hybrid Bill

Figure 1: The Midlands Connect Journey
The Midlands Connect Strategy

Our strategy is built on a strong understanding of the changing economic geography of the Midlands, informed by the strategic economic plans developed by the Local Enterprise Partnerships, independent economic analysis, and engagement with the private sector through a comprehensive business survey. We have identified how transport connectivity supports economic growth in different sectors and locations across the Midlands - and importantly how and where it acts as a barrier to growth.

As a result we have been able to establish a spatial framework for investment based on four strategic economic hubs and six intensive growth corridors which are critical to both the Midlands and the UK as a whole.

Strategic Economic Hubs:
- Birmingham, Solihull and the Black Country;
- Nottingham and Derby;
- Leicester and Coventry; and
- North Staffordshire.

Intensive Growth Corridors:
1. Birmingham – Coventry/Leicester – Northamptonshire – Milton Keynes and the South, and includes connections to Kettering, Corby and the East of England;
2. Birmingham – Black Country – Staffordshire and the North, and includes connections to Telford, Shrewsbury and North Wales;
3. Nottingham and Derby – the North;
5. Nottingham – Leicester – Coventry – Warwick and Thames Valley, and includes connections from Leicester to Birmingham; and

Figure 2: Midlands Connect Strategic Economic Hubs and Corridors
By targeting strategic transport investment in these hubs and corridors we aim to tackle congestion, support housing growth and improve the transport user experience. The Midlands Connect Strategy aims to transform the economy and improve quality of life by delivering the following outcomes:

**Regionally Connected:** Powering the Midlands Engine
- Transforming East to West connectivity will widen access to markets, supply chains and labour markets releasing the full potential across our whole region – from the Welsh Borders to the Lincolnshire Coast.

**UK Connected:** The Midlands transport networks power the UK economy
- Strategic road and rail networks that bring the country’s economic regions closer together boosting productivity, access to markets and international gateways.

**HS2 Connected:** Getting the Midlands HS2 ready
- Investing in complementary connectivity will spread the growth unlocked by HS2 across the Midlands and the country as a whole.

**Resiliently Connected:** We move the nation’s freight
- Boosting productivity and growth by providing reliable road and rail networks – reducing costs to businesses.

**Globally Connected:** Leading the UK trading in the global market
- We will continue leading the UK in the global export market by increasing international transport links through our ports and airports – securing the UK’s long term economic prosperity.

**Intelligently Connected:** Leading the technology revolution
- By applying innovation and technology such as integrated ticketing solutions, open data and driverless cars we can enhance journeys, provide transport planning solutions and reduce the need for expensive infrastructure.

Our initial analysis suggests that every £1 invested in the Midlands Connect Strategy will deliver at least £2 of economic benefits. As we work up specific proposals in more detail, we fully expect the economic benefits to increase substantially.

Our strategy could boost the economy by:

- **Midlands Connect Investment Priorities**
  Almost all the strategic road and rail enhancements that will be delivered up to 2020 have already been decided. Our early priorities therefore focus on ensuring the delivery of key Midlands’ schemes already within the investment programmes of Highways England and Network Rail, and developing business cases for interventions that can start to be delivered in the period 2020-2025.
 Midlands Connect Strategy - Our Early Priorities

Regionally Connected

- Delivery of the A45 Stanwick to Thrapston upgrade (Northamptonshire)
- Development of Birmingham to Nottingham (including HS2 Hub Station) and Birmingham to Leicester rail services
- Development of Coventry to Leicester and Coventry to Leamington rail enhancement business cases
- Development of a business case for enhanced capacity on Derby-Stoke-Crewe rail services
- Work with partners to develop schemes including Hereford bypass to improve connectivity to the South West and Wales

UK Connected

- Delivery of Midland Mainline upgrade & electrification
- Development of a business case for the Midlands Rail Hub - creating capacity for an additional 10 train paths per hour into Birmingham from across the Midlands; improving east-west connectivity
- Development of a business case for the Midlands Motorway Hub - developing a long term plan for the nation’s motorway crossroads
- Development of a business case for upgrading the A1(M)

Resiliently Connected

- Delivery of M1 (Junction 19 to 23a) and Birmingham Box (M5-M42) Smart Motorway Schemes

HS2 Connected

- Development of business cases for use of HS2 released capacity and classic compatible services
- A52 Corridor Multi-Modal Study (Derby, Nottingham, HS2 Hub Station and East Midlands Airport)
- Development of a business case to upgrade the A50 at Uttoxeter

Globally Connected

- Delivery of the A14 Cambridge to Huntingdon improvement scheme to improve connectivity to the Haven Ports from the Midlands
- Development of business cases for improving connectivity to Birmingham International Airport and East Midlands Airport (through A52 Corridor Multi-Modal Study)

Intelligently Connected

- Active participation in national rail smart ticketing initiative led by the Department for Transport and Rail Delivery Group in order to ensure regional needs and integration with multi-modal travel
- Further development of multi-modal smart ticketing and information options within the Midlands’

Midlands Connect Strategic Programme

Working with our partners, our ‘Picking up the Pace’ report established our focus for development and delivery priorities over the next 25 years; the projects which are vital to ensure that there is a powerful Midlands at the heart of the UK’s economy, and to enable our businesses and communities to thrive.

The Midlands Connect priorities for investment programme is set out below showing periods of development and delivery for each project. It is divided into five year ‘blocks’ consistent with expected road and rail investment periods and the implementation of HS2. This programme will be kept continually under review.
Our offer to the Government

This strategy provides a sound evidence base for the transport needs of the Midlands and the UK economy, both now and in the future. Whilst our focus is the Midlands we recognise that the Government must take a national perspective and that there will also be financial constraints determining the pace and scale of what can be achieved. We will continue to add to and strengthen the evidence behind our strategy, to ensure that the Midlands has a strong voice when decisions on major infrastructure spending are made.

Our role is to help the Government and our partners build a future pipeline of projects that are affordable within the national context and deliver the strongest possible outcomes. Our commitment is to continue working in partnership with the DfT, Highways England, HS2 Ltd and Network Rail by providing coherent, evidence based propositions to be considered through existing decision making processes.

As our partnership strengthens and matures we will deepen the shared understanding of what is achievable. Through speaking with one voice we can provide the clear leadership to unlock the potential of our region.

Midlands Connect Governance

Midlands Connect is currently a voluntary partnership. Leadership and accountability is provided by the Strategic Board comprising an independent chair, Sir John Peace, elected members from six local transport authorities, four LEP chairs and representatives of HS2 Ltd, Network Rail and Highways England. Our governance structure also includes a Partnership Advisory Board with representatives of all member organisations; a Programme Steering Group and a Technical Advisory Group.

Since the Cities & Local Government Devolution Act received Royal Assent in 2016, Midlands Connect has been exploring options for becoming a Sub-National Transport Body. This work is ongoing, and the partnership intends to agree an initial proposal by the end of 2017.

However, through our current voluntary arrangements, we have already established strong governance, trust, and collaborative working amongst all partners, culminating in this strategy.

Midlands Connect Next Steps

The completion of this strategy sets a clear and robust focus for the Midlands. Our ‘Picking Up the Pace’ report set out a case for accelerating the planning and design stages of key transport projects in the Midlands so they can be built during the first half of the 2020s.

In autumn 2016 the Government announced a further £12 million of funding to continue development of our strategic programme for a further three years, and to further build our capability and influence. The Government also awarded the partnership a further £5 million specifically to develop the Midlands Rail Hub concept.

As we move forward we will engage closely with all our members, but particularly the delivery bodies, to seek opportunities to share resources and jointly fund our activities. The recent jointly-funded study into the Midlands Motorway Hub with Highways England and the Smart on National Rail joint programme between the DfT and the Rail Delivery Group are early examples.

Over the next three years we will focus on demonstrating the value of investing in Midlands transport infrastructure. This is essential to power the Midlands Engine, drive economic growth and support social mobility for generations to come.
1. **Introduction**

1.1 HS2 East is a partnership of councils, LEPs, and Chambers of Commerce stretching from the Midlands through to Scotland that promotes delivery of the Eastern Leg of HS2. HS2 East is co-chaired by Cllr Jon Collins.

1.2 For further details about HS2 East, please visit: [http://www.hs2east.co.uk/](http://www.hs2east.co.uk/)

2. **Next Steps**

2.1 The next HS2 East Event will take place in Edinburgh on the 27th April 2017 with Sir John Peace, Chairman of Midlands Engine/Midlands Connect, in attendance.

2.2 A draft program for the Edinburgh event, facilitated by Turner & Townsend, is set out in Appendix 1 of this report.

3. **Recommendation**

3.1 The Strategic Board notes the work of the HS2 East Partnership.

Key Contact:

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

HS2 East - Promoting the wider benefits of the eastern leg of HS2

26th and 27th April 2017 – City of Edinburgh

- 26th April 2017 HS2 East Dinner
- 27th April 2017 HS2 East Business Briefing and HS2 Board
HS2 East
Promoting the wider benefits of the eastern leg of HS2

Please find the following information:

1. Programme
   - Dinner
   - Press Call
   - Business Briefing
   - HS2 East Board/Partnership meeting

2. Travel and Hotel Recommendations

3. Useful contacts
1. Programme

a) HS2 East Dinner
Contini Restaurant, 103 George Street, Edinburgh  EH2 3ES

Date:       Wednesday 26th April 2017  
Time:       7.00pm-10.00pm  
Venue:     Contini Restaurant, 103 George Street, Edinburgh  EH2 3ES  
Theme:     Connecting our Cities – Economic Benefits  
Attendees: tbc

b) Press Call
The Glasshouse, Autograph Collection, 2 Greenside Ln, Edinburgh EH1 3AA

Date:       Thursday 27th April 2017  
Time:       9.00am  
Venue:     The Glasshouse, Autograph Collection, 2 Greenside Ln, Edinburgh EH1 3AA  
Agenda: Press release and press information to follow
c) **Business Briefing**
The Glasshouse, Autograph Collection, 2 Greenside Ln, Edinburgh EH1 3AA

**Date:** Thursday 27th April 2017  
**Time:**  
10.45am Registration  
11.00am Business Briefing begins  
12.15pm Lunch  
**Venue:** Same venue  

**Facilitator:** Richard Baker, Baker Baird Communications  
**Speakers:** Sir John Peace, others tbc  
**Panel Members:** Sir John Peace, others tbc

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d) **HS2 East Partnership Meeting**
The Glasshouse, Autograph Collection, 2 Greenside Ln, Edinburgh EH1 3AA

**Date:** Thursday 27th April 2017  
**Time:**  
1.00-2.30pm  
**Venue:** Same venue  

**Agenda:** Invites and agenda via Lois Dale, East Midlands Council
2. Travel

Reminder of venues:

Dinner: Contini Restaurant, 103 George Street, Edinburgh EH2 3ES
Event: The Glasshouse, Autograph Collection, 2 Greenside Ln, Edinburgh EH1 3AA

Map inc venues and hotel recommendations:
by distance from event venue
(note accommodation prices high at Glasshouse, therefore not an option)

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<th>Accomm Options</th>
<th>Distance To Glasshouse</th>
<th>Cost</th>
<th>Map</th>
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<td>Apex</td>
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**Travel from Train station:**
Edinburgh Waverley Station, Edinburgh EH1 1BB

- All venues and hotels within 10 minute walking distance from Train Station

**Travel options from Airport:**
Edinburgh Airport, Ingliston, Edinburgh EH12 9DN

- Tram available from Edinburgh Airport to Edinburgh City Centre £8.50 return ticket (runs every 7 minutes, approx. 30 mins travel time)

- Airlink Shuttle bus also available £6.00 return ticket (runs every 10 minutes, approx. 30 mins travel time)
3. Useful Contacts

Michael Henson
Associate Director Local Government
Turner & Townsend
07514 783 044
michael.henson@turntown.co.uk