

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet
2.	Date:	6th February 2013
3.	Title:	High Speed Two (HS2) Phase 2 Consultation
4.	Programme Area:	Environment and Development Services

5. Summary

The report outlines the current Government consultation on the proposed High Speed Two (HS2) Phase 2 consultation and presents Rotherham's response to the consultation which was submitted from the Leader on the 16 January, 2014.

Under the Council's Constitution this is a key decision and all key decisions are to be made by Cabinet.

The definition of a key decision, in the Constitution, relating to this report is:-

“to be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority”.

6. Recommendations

It is recommended that Cabinet:

- i) Note and endorse the response to the HS2 Phase 2 consultation submitted to Government, and;
- ii) Refer the consultation response for information to a future meeting of the Improving Places Select Commission.

7. Proposals and Details

Background

In January 2012 the Government announced its intention to proceed with the first phase of the scheme from London to Birmingham (Phase 1). In January 2013 it published details of phase 2 of the line from Birmingham north to Manchester and Leeds. This is commonly referred to as the 'Y network'. The eastern arm of the network proposes stations at:

- **East Midlands at Toton** (East Midlands Hub), located between Nottingham and Derby, 1.2 miles from the M1 and close to the A52;
- **South Yorkshire at Sheffield Meadowhall**, to the east of Sheffield city centre, adjacent to the M1;
- **Leeds at New Lane**, in Leeds city centre to the south of the River Aire and with close links to the existing Leeds City station;

Phase 2 Consultation

The Government consultation on Phase 2 was published in July 2013; with a closing date for responses of 31st January 2014.

The consultation document explains the Government's case for phase 2 and sets out the proposed route from the West Midlands to Manchester and Leeds. A technical report was also published and this included detailed information including route maps and station location plans. It also provided details of those station locations and route alignments that have been discounted by Government in reaching their preferred scheme. Alongside the consultation the Government published a sustainability statement.

At the start of the consultation Government also published details of an 'exceptional hardship scheme' which was introduced to deal with cases of property blight caused by the Phase 2 proposals. Whilst this is not a statutory requirement, it has been introduced to enable owner occupiers of property to apply to have their properties bought by the Government (subject to criteria being met) prior to the decision on Phase 2 being made.

Since launching the consultation Government has published a report by KPMG outlining further details of the expected regional economic gains from HS2 and in October 2013 it published a new strategic case and an updated economic case for the project.

HS2 Ltd, the Government owned company responsible for developing and promoting the UK's new high speed rail network, have also undertaken public consultation events along the line of route and at the proposed station locations with a 2-day event for the Meadowhall Station (held at Ice Sheffield) on the 8th and 9th of November 2013. HS2 Ltd has also confirmed that they have written to all property and land owners directly affected by the line of route using information from the land registry.

Locally HS2 Ltd engagement officers have also contacted Parish Councils and Area Assemblies closest to the line of route, attending meetings where possible, and have sent literature highlighting the consultation to local libraries and contact points. In addition, HS2 Ltd officers have attended two Member Briefings at Rotherham Town Hall (on 29th May 2014; and further information on the consultation process on 4th

November 2014) to present the proposals for Phase 2, including the line of route implications for Rotherham and station location at Meadowhall.

The Government consultation on HS2 Phase 2 poses questions on the proposed line of route and station locations for the eastern and western arms of the route, and the appraisal of sustainability.

South Yorkshire Passenger Transport Executive (SYPTTE) has prepared a response to the consultation on behalf of the South Yorkshire Integrated Transport Authority (SYITA). This response supports high speed rail and a well-served station stop at Meadowhall and has been endorsed by SYITA on the 9th January 2014. To support the response a study highlighting the connectivity improvements that will be required to make the proposed HS2 station fully accessible by classic rail, tram, tram-train, private vehicles, taxis and bus. In addition, a study on how the released capacity on the current classic rail network could be used post-HS2 has been completed and used to inform the response. In addition to the strategic South Yorkshire response to the consultation it has been agreed that South Yorkshire Local Authorities will also submit their own responses to the consultation.

The response submitted on behalf of Rotherham is attached at Appendix A and for consistency aligns to the strategic response submitted by the SYITA whilst also highlighting Rotherham specific issues that it is considered essential for Government to consider when progressing to the further more detailed development stages of the scheme.

Future HS2 timeline

In terms of legislation, a 'paving bill', the High Speed Rail (Preparation) Act 2013, was given Royal Assent in November 2013. It authorises further spending in preparation for HS2. The Hybrid Bill for Phase 1 was published on 25th November 2013.

Following the consultation deadline a report on the response is likely to be published in October 2014 and a final decision on Phase 2 is expected to be made by Government before the end of 2014. The Hybrid Bill for Phase 2 will not be introduced in Parliament before the next election.

HS2 Ltd currently anticipates that Phase 1 will begin operation in 2026 with the complete HS2 Y network fully operational in 2032.

8. Finance

None

9. Risks and Uncertainties

The future of HS2 will be determined by the progress of the Hybrid Bill for Phase 1 and Governments decision on Phase 2 before the end of 2014.

10. Policy and Performance Agenda Implications

HS2 is a long term strategic scheme of national significance which aligns to Rotherham's and the Sheffield City Regions Economic Growth ambitions. The SCR Strategic Economic Plan that is due to be submitted to Government by the 31st March 2014 features the need to harness the economic benefits that will arise through delivery of HS2 and sets out proposed schemes considered necessary to maximise this.

11. Background Papers and Consultation

The Government consultation on HS2 Phase 2, including technical reports and route plans can be found at:

<http://www.hs2.org.uk/route-consultation>

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