



Report Reference Number: E/18/04

To: Executive
Date: 7 June 2018
Status: Non key decision
Ward(s) Affected: All
Author: Alex Dochery, Economic Development Officer)
Lead Executive Member: Cllr Mark Crane, Leader of the Council)
Lead Officer: Dave Caulfield, Director for Economic Regeneration & Place)

Title: Selby District Council Update on HS2 Phase 2b

Summary:

High Speed 2 (HS2) is a planned high speed railway designed to transform connectivity between England's major cities, making it easier for businesses to locate across the Midlands and the North of England and help rebalance the UK's economy.

The government has confirmed the route for Phase 2b of HS2, from Crewe to Manchester and the West Midlands to Leeds. The route from the West Midlands to Leeds will see some of the services terminate at Leeds, while others will travel onto York, crossing into the western side of Selby District before connecting to the East Coast Main Line.

Construction of Phase 2b is expected to start in 2023, ready for the railway to begin operations by 2033. Currently work is being carried out on the route design and refinement, with officers from both Selby District Council and North Yorkshire County Council engaging with HS2 Ltd on the technical development process.

This report updates the Executive on the proposed route for HS2 Phase 2b, the current timeline for the project, and Council officers' involvement to date. The report will then go on to outline how the Council is actively positioning Selby District at the heart of sub-regional and regional discussions around transport, connectivity and economic growth and explore how Selby District can benefit from the growth opportunities afforded by HS2.

Council officers understand that the development of HS2 Phase 2b could have a significant impact on the communities affected by the route, but believe that there is

merit in the Council's Executive adopting an approach which states that if HS2 goes ahead, the Council should seek to minimise any adverse local impacts as well as maximise the benefits from the project for the District's residents and businesses. This would not be a statement of support, but rather seek to ensure that Selby District benefits from HS2 should the project go ahead.

Recommendations:

- i. That the Executive notes the update on HS2 Phase 2b;**
- ii. To formally adopt a position to HS2 which sets out that if the development of the route goes ahead, Selby District Council should seek to minimise any adverse local impacts as well as maximise the benefits for Selby District's residents and businesses.**

Reasons for recommendation

The Executive is asked to agree the recommendation to enable the Council to maximise the benefits of HS2 for Selby District's residents and businesses, as well as minimise any adverse local impacts.

1. Introduction and background

- 1.1** HS2 is a planned high speed railway designed to transform connectivity between England's major cities, and rebalance the country's economy.
- 1.2** Early construction work of HS2 Phase 1 has already commenced between London and Birmingham, and the government has confirmed the route for Phase 2b of High Speed Two (HS2), from Crewe to Manchester and the West Midlands to Leeds. The route from the West Midlands to Leeds will see some of the services terminate at Leeds, while others will travel onto York, crossing into the western side of Selby District before connecting to the East Coast Main Line.
- 1.3** Construction of Phase 2b is expected to start in 2023, ready for the railway to begin operations by 2033. Currently work is being carried out on the route design and refinement, with officers from both Selby District Council and North Yorkshire County Council engaging with HS2 Ltd on the technical development process.
- 1.4** The Council is actively positioning Selby District at the heart of sub-regional and regional discussions around transport, connectivity and economic growth, and is keen to maximise the opportunities afforded by the delivery of HS2, as well as minimise any adverse local impacts.

2. The Report

- 2.1** In July 2017, the government confirmed the route for Phase 2b of HS2, from Crewe to Manchester and the West Midlands to Leeds. Appendix A, “HS2 route map” shows the confirmed HS2 rail network.
- 2.2** The route from the West Midlands to Leeds (commonly referred to as the “Eastern Leg”) will see Leeds served by a new HS2 station (creating an integrated Leeds Station). Some of the services will terminate at Leeds, while others will travel onto York, crossing into the western side of Selby District (Barkston Ash, Church Fenton and Ulleskelf) before connecting to the East Coast Main Line. York will see its existing railway station become an integrated high speed station capable of handling HS2 services. Appendix B, “HS2 route map through Selby District” shows the confirmed HS2 route through the District.
- 2.3** Construction of Phase 2b is expected to start in 2023, ready for the railway to begin operations by 2033. Currently work is being carried out on the route design and refinement, with officers from both Selby District Council and North Yorkshire County Council (NYCC) engaging with HS2 Ltd on the technical development process. The table below sets out HS2’s timeline for Phase 2b.

2017	Phase 2b route confirmed
2017	Phase 2b route design and refinement
2017	Increased stakeholder engagement
2018	Working Draft ES/EQIA consultation
2019	Design refinement & engagement
2019	Phase 2b Hybrid Bill submitted
2019-2022	Hybrid Bill Parliamentary Process
2022	Phase 2b Royal Assent
2023	Phase 2b commence construction
2032	System testing and commissioning
2033	Phase 2b opens

- 2.4** HS2 Ltd has expressed its desire to work closely with both NYCC and the Council in developing the best line for the route, with the Council able to charge (on completion of an agreement with HS2 Ltd) for their officers’ time and costs spent engaging with HS2 Ltd on technical matters. These technical engagement meetings began in January 2018, with joint meetings held between Selby District Council, NYCC, and HS2 Ltd covering a range of disciplines. It is also important to specify that engaging with HS2 Ltd on technical matters (and the resulting reimbursement of costs) doesn’t require the Council to formally endorse HS2.

- 2.5** In addition to the above, Engagement Officers from HS2 Ltd have held meetings with a range of stakeholders including a number of Parish Councils in the vicinity of the proposed route (including Church Fenton, Barkston Ash, and Ulleskelf), and undertake regular correspondence with the office of Nigel Adams (MP). To date, Selby District Council officers have received limited information relating to these discussions. Engagement Officers from HS2 Ltd have also expressed their desire to regularly engage with Selby District Councillors, and an all-Member briefing took place in March, 2018.
- 2.6** It is important to place Council officers' engagement with HS2 Phase 2b to date in the context of the strategic transport infrastructure work that is currently taking place within the Council. The Council is taking a more proactive role in positioning Selby District at heart of sub-regional and regional discussions around transport, connectivity and economic growth, with work underway to engage with key stakeholders to ensure that Selby District's visibility is raised within key strategic transport agendas such as Transport for the North's Strategic Transport Plan and Leeds City Region's HS2 Growth Strategy.
- 2.7** A number of significant growth opportunities have been identified across Selby District. These include a Sherburn growth zone centred around the development of Sherburn2, Gascoigne Rail Freight Interchange and Create Yorkshire at Church Fenton Airfield which taken together have the potential to create over 6,000 sustainable jobs, and a Selby Town growth zone which features the delivery of over 3,000 homes in Selby by the end of the current plan period to 2027 and the delivery of Olympia Park which itself has the potential to deliver at least 1,000 new homes and create up to 1m sq. ft. of employment space. Work is currently underway within the Council to scope and understand the nature of the strategic transport infrastructure improvements needed across the District to ensure that Selby District can maximise the benefits of local growth opportunities.
- 2.8** Crucially, the development of the Eastern Leg of HS2 can act as the catalyst for the delivery of strategic transport infrastructure improvements in Selby District, ensuring that the District's residents and businesses can benefit from both local and sub-regional growth opportunities. While Council officers understand that the development of HS2 Phase 2b could have a significant impact on the communities affected by the route (Barkston Ash, Church Fenton and Ulleskelf), officers believe that there is merit in the Executive adopting an approach which states that if HS2 is to go ahead, Selby District Council should seek to minimise any adverse local impacts as well as maximise the benefits from the project for the District's residents and businesses. This would not be a statement of support, but a realisation that if such a significant infrastructure project is going to go ahead then the Council

should seek to maximise the benefit for the District as well as minimising (through officers' engagement with HS2 Ltd) local impacts.

2.8 Selby District's close proximity to Leeds and York means that the District is well placed to capitalise on HS2 and the unique opportunity it offers to transform our local economy by widening employment opportunities for our workforce, developing skills and improving access for our businesses to talent, supply chains and markets. It is envisaged that HS2 will link the regions around Leeds (including York), Sheffield, Nottingham and Birmingham together in an economy of over 10 million people that also feature some of the UK's most important manufacturing sectors. Indeed, Leeds City Region's HS2 Growth Strategy forecasts that the delivery of HS2 will increase the region's output, creating 40,000 new jobs and adding an extra £54bn GVA to the region's economy by 2050. HS2 is expected to open up a range of new employment opportunities in transport, engineering, infrastructure and the knowledge economy, providing a diverse range of job opportunities which will be open to the District's residents.

2.9 In light of the above, HS2 can potentially act as a catalyst for regeneration and housing growth across the District, as well as enhancing the location of Selby Station as a key local growth hub with its direct connections to Leeds and York. Consideration also needs to be given to the significant growth opportunities that exist around Sherburn-in-Elmet and how these can be integrated with other locations across the sub-region through connectivity enhancements and the release of existing capacity brought forward by HS2. Given the scale of transformational growth to be brought forward in this location there is a need to consider a potential multi-modal transport hub around Sherburn-in-Elmet. Further consideration needs to be given to how we can connect our highly skilled workers to areas where new high-skilled employment opportunities will be created, in addition to opening up labour market access to key growth areas in the District such as Sherburn-in-Elmet in order to address local labour market challenges and maximise future employment opportunities.

3. Alternative Options Considered

That the Executive adopts no formal position to the development of HS2.

4. Implications

4.1 Legal Implications

Subject to the completion of an agreement with HS2 Ltd, the Council will be able to charge for its officers' time and costs spent engaging with HS2 Ltd on technical matters.

4.2 Financial Implications

Not Applicable.

4.3 Policy and Risk Implications

Not Applicable.

4.4 Corporate Plan Implications

The Council's Corporate Plan 2015-20 outlines the Council's ambition to make Selby District "a great place..." a great place to do business, a great place to enjoy life, and a great place to make a difference.

The development of HS2 can have a transformational impact on how local employers do business in the District, and how residents enjoy life. For our businesses, HS2 will improve access to talent, supply chains and markets, whilst residents will benefit from wider employment and skills opportunities, and improved connectivity to some of the UK's major cities.

However, it is also important to note that the development of the project could have a significant impact on the communities affected by the route and their ability to enjoy life. The Council should seek to minimise any adverse local impacts through officers' engagement with HS2 Ltd.

4.5 Resource Implications

The Council's engagement with HS2 Ltd and NYCC on technical matters will require continued input from officers in Community, Partnerships & Customers, Economic Development & Regeneration, Housing & Environmental Health, Legal and Planning.

The Council is in discussion with HS2 Ltd over an agreement which will see it be able to charge for officers' time and costs spent engaging with HS2 Ltd on technical matters.

4.6 Other Implications

Not applicable.

4.7 Equalities Impact Assessment

HS2 Ltd conducted a consultation on the draft Equality Impact Assessment Scope and Methodology Report for HS2 Phase 2b which closed on 29 September 2017.

A working draft Equality Impact Assessment is scheduled to be published in summer 2018, with public consultation events planned for the autumn.

5. Conclusion

- 5.1** The delivery of HS2 Phase 2b offers a unique opportunity to transform Selby District's local economy by improving opportunities for our residents and businesses. The project can also act as a catalyst for regeneration, housing growth and strategic transport infrastructure improvements across the District. Council officers understand that the development of HS2 could have a significant impact on the communities affected by the route and will seek to minimise local impacts through their engagement with HS2 Ltd.

6. Background Documents

[HS2 Phase 2b draft Equality Impact Assessment Scope and Methodology Report.](#)

7. Appendices

Appendix A – HS2 Route Map

Appendix B – HS2 Route Map through Selby District

Contact Officer:

Alex Dochery
Economic Development Officer
Selby District Council
adochery@selby.gov.uk