

Presentation to North East Derbyshire Elected Members

15 February 2016

Presentation by the Phase 2 Team

An update since we last met

- Consultation update
- Route refinements process
- Re- Balancing Britain report – Oct 2014
- Secretary of State Announcement – November 2015
- Station and connectivity
- Next steps
- Education and skills
- Supply chain opportunities

Consultation Process

- **January 2013:** route announcement
 - letters sent to those directly affected
- **July 2013:** consultation launched
 - 37 Information Events
 - Events in Killamarsh and Staveley
 - Over 400 people attended
- **January 2014:** consultation closed
 - 10,000+ responses received
 - A range of different views expressed

Killamarsh and Staveley information events - key themes

- Choice of route alignment
- Sheffield station location
- Connectivity with local services
- Impacts to local amenities
eg. Trans Pennine Trail, Markham Vale
- Property concerns and compensation
- Riverdale Mobile Home Park
- Environmental impacts eg Chesterfield Canal, flooding
- Noise and visual concerns
- Construction concerns

Summary recommendations



The strategic
proposal for Phase
Two is right



The East Midlands and
South Yorkshire stations
are best for the regions
and the existing network



A Crewe hub will
serve the local region
and the North West



How can we build more
quickly, and for less?



Leeds station must
match the city's vision and
its transport needs



Substantial improvements
to East-West services
are possible



On the roads, we have
a choice: take action
or face gridlock

Autumn 2015 Announcement

- Acceleration of route from Fradley to Crewe (2A)
- Toton is the preferred location for the East Midlands Hub station – no other options are being considered
- Growth funding has been provided for East Midlands Local Authorities to enable them to develop plans for maximising the opportunities HS2 will bring
- Decision on the full Phase 2 route in autumn 2016

South Yorkshire Hub station

- Locating the South Yorkshire Hub at Sheffield Meadowhall was the Government's preferred option in the Phase Two route consultation.
- Evidence suggests this is likely to be the best way of serving the wider South Yorkshire region.
- Working with the NIC and TfN on possible interfaces with Northern Powerhouse Rail.
- Acknowledge there are arguments in favour of a city centre location and continue to examine the relevant analysis.
- Intend to make a decision in autumn 2016.

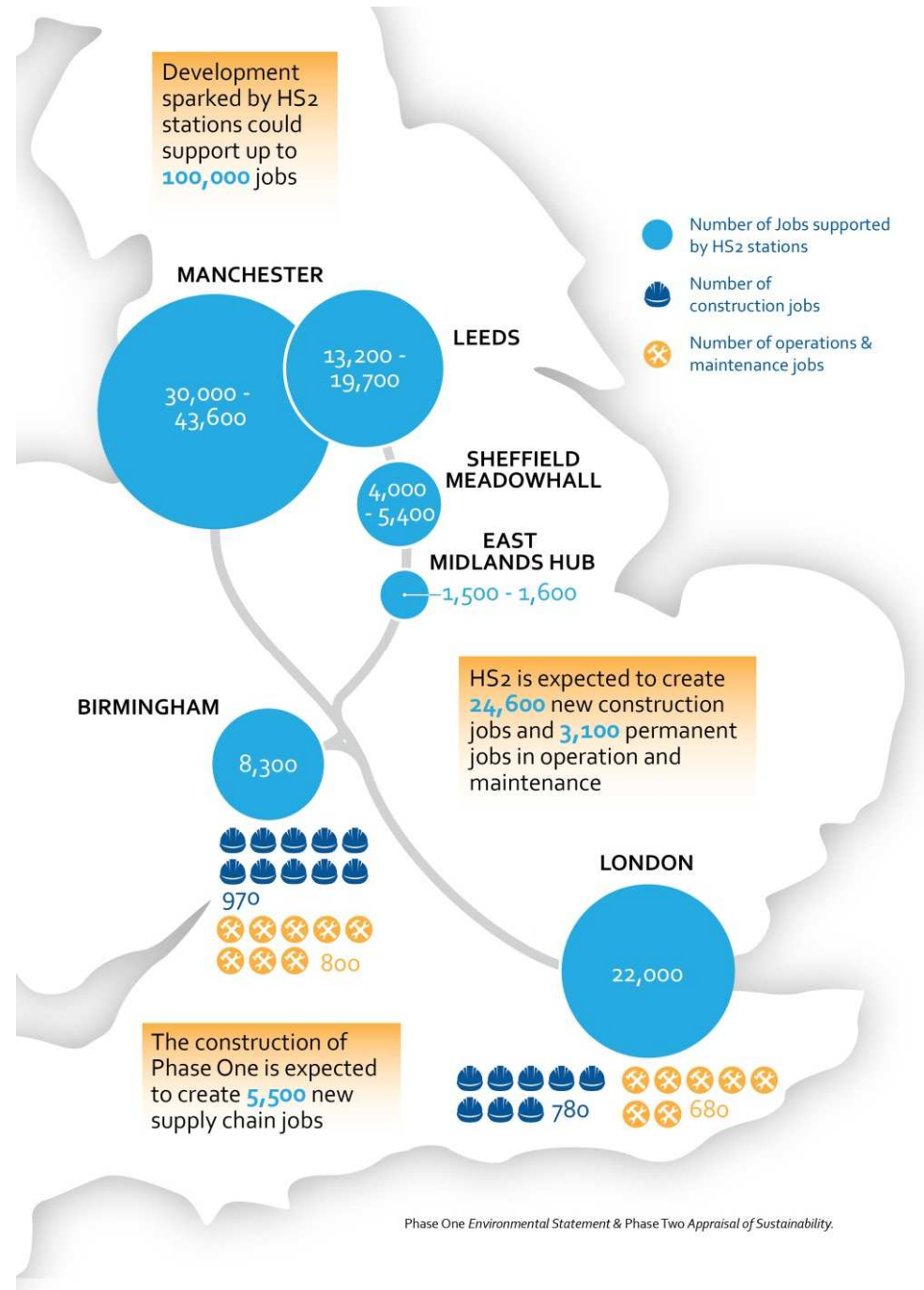
Station serving the East Midlands



Next Steps

- Spring 2016 – Northern Powerhouse Rail and Scotland
- Autumn 2016 – Confirmation of route for Phase 2
- 2017 – Hybrid Bill Deposited for Phase 2A
- 2026 – Phase 1 opens
- 2033 – Phase 2 opens

Jobs by region



The HS2 Education Programme



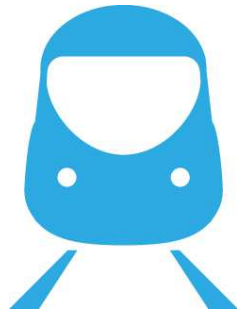
The National College for High Speed Rail



Opening in September 2017 in
Birmingham & Doncaster



Attracting new entrants to the
industry

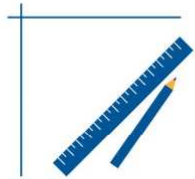


Training and developing industry
employees



Qualifications offered at Levels 4
and 5 from age 19

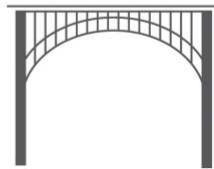
What we will be buying



DESIGN &
SERVICES



TUNNELS



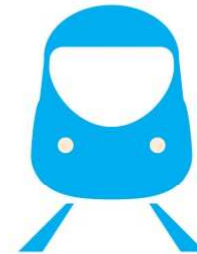
SURFACE
ROUTE



STATIONS



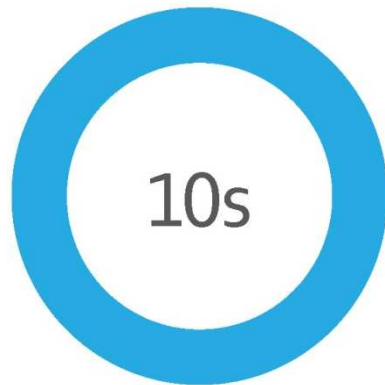
RAILWAY
SYSTEMS



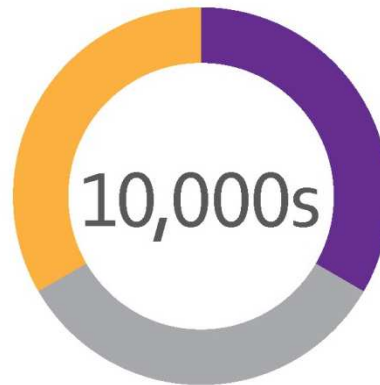
ROLLING
STOCK

Who we will be buying from

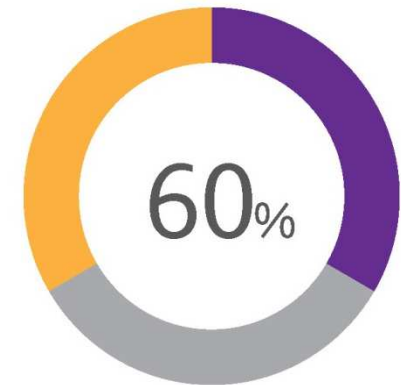
HS2 direct
opportunities



HS2 indirect
opportunities



We expect
60% of contract
opportunities...



...to be awarded to SMEs

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or

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Curriculum pathways in Railway Engineering

