

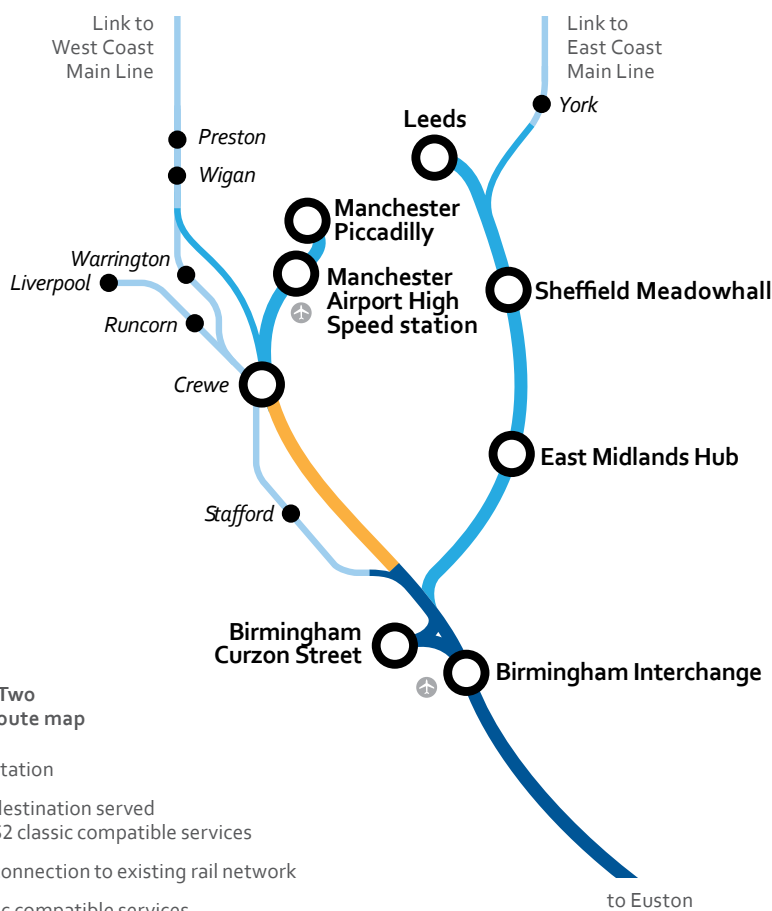
High Speed Two (HS2) is the planned high speed rail network connecting London with the West Midlands ('Phase One'), in 2026 and with Manchester and Leeds ('Phase Two') in 2033.

The Government has decided to speed up the delivery of the West Midlands to Crewe section of the Phase Two route to realise some of the benefits of Phase Two more quickly. This part of the route is now planned to open in 2027, six years ahead of schedule.

But before construction work starts, the government needs permission from Parliament. It sets out its plans in a hybrid Bill and supporting documents. This factsheet explains what a hybrid Bill is and how you can have a say.



For questions about HS2, call our Community Relations team on 020 7944 4908



High Speed Two Phase Two route map

- HS2 station
- HS2 destination served by HS2 classic compatible services
- HS2 connection to existing rail network
- Classic compatible services
- Phase One
- Phase Two – West Midlands to Crewe
- Phase Two

## What is a hybrid Bill?

A hybrid Bill is a set of proposals for introducing new laws, or changing existing ones. Hybrid Bills are quite rare. They are generally used to secure powers to construct and operate major infrastructure projects of national importance. Recent hybrid Bills include those leading to the Channel Tunnel Rail Link Act 1996 (High Speed One) and the Crossrail Act 2008.

Hybrid Bills are so called because they address both public and private matters. Most Government Bills are public Bills, as they propose legislation that affects everyone equally. Private Bills, on the other hand, change the law in a way that affects some individuals in a different way from others. A hybrid Bill does both.

## WHY WE ARE PREPARING HYBRID BILLS FOR HS2

The hybrid Bills for HS2 will not only grant the Government planning permission to build the HS2 network to build the HS2 network, but will also give it powers to:

- operate and maintain HS2 and its associated works;
- compulsorily acquire interests in the land required;
- affect or change rights of way, including stopping up or diverting highways and waterways (permanently or temporarily);
- modify infrastructure belonging to other organisations (like utility companies);
- carry out work on listed buildings and demolish buildings in Conservation Areas; and
- carry out protective works to buildings and third-party infrastructure.

## THE HS2 HYBRID BILLS

As HS2 is being developed in phases, three separate hybrid Bills will be required.

The Bill covering the proposed scheme between London and the West Midlands was introduced to Parliament in 2013. We are aiming for it to become law by the end of 2016.

The second hybrid Bill will cover the proposed route from the West Midlands to Crewe. We expect this will be ready for Parliament during 2017. We will seek powers for the full Phase Two route with a third hybrid Bill.

## SUPPORTING DOCUMENTS

Each HS2 hybrid Bill will need to be accompanied by supporting documents. These include:

- an Environmental Statement describing the scheme, its significant environmental effects and the measures being taken as part of the scheme to mitigate them;
- plans and sections, which are drawings of the routes outlining the main works that would be undertaken and the land affected;
- a Book of Reference containing the names of the owners, lessees and occupiers of all the land and property which may be compulsorily acquired or temporarily used;
- a Housing Statement, setting out the number of houses and residents that would be affected by the compulsory acquisition of the land in the Bill; and
- an estimate of the expense of acquiring the necessary land and building the railway.

## Have your say

Following First Reading of the Bill and the deposit of supporting documents, the public has an opportunity to comment on the Environmental Statement during a consultation. At Second Reading, the principles of the hybrid Bill are established before a Select Committee is set up.

This is followed by a petitioning period, during which those specifically and directly affected by the Bill can petition Parliament to have their views considered by the committee. This may result in further amendments to the hybrid Bill. A Public Bill Committee of Members of Parliament then reviews the Bill and may further amend it, after which the Bill undergoes its Third Reading stage.

A similar process is followed in the House of Lords. The Bill returns to the Commons for consideration of amendments made in the Lords and then receives Royal Assent, becoming an Act of Parliament.



Check [gov.uk/hs2](http://gov.uk/hs2) to see the Environmental Statements published so far

## Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.

## CONTACT US AT HS2

If you have any questions about this leaflet, please get in touch. You can contact our community relations helpdesk on

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020 7944 4908

Email:  
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For the latest documents including route plans and profile maps visit:  
[www.gov.uk/hs2](http://www.gov.uk/hs2)