



# **Record of stakeholder engagement for phase two of the high speed rail network**

**A report to Government by HS2 Ltd**

**March 2012**

© Copyright High Speed Two (HS2) Limited, March 2012

While High Speed Two Limited (HS2 Ltd) has made every effort to ensure the information in this document is accurate, HS2 Ltd does not guarantee the accuracy, completeness or usefulness of the information contained in this document and it cannot accept liability for any loss or damages of any kind resulting from reliance on the information or guidance this document contains.

High Speed Two (HS2) Limited  
Registered in England. Registration number 06791686.  
Registered office Eland House, Bressenden Place, London SW1E 5DU  
[HS2enquiries@hs2.gsi.gov.uk](mailto:HS2enquiries@hs2.gsi.gov.uk)  
[www.hs2.org.uk](http://www.hs2.org.uk)

# Preface to March 2012 reports

This report was submitted to Government by HS2 Ltd at the end of March 2012 and is part of a suite of documents produced to provide preliminary advice to Government on potential options for phase two of the high speed rail network.

For details of the initial preferred scheme selected by Government, please see the Command Paper<sup>1</sup>. The initial preferred scheme will form the basis of further engagement. A preferred scheme will be published in 2013 that will form the basis of full public consultation.

Anyone reading the March 2012 reports should be aware of the following:

- The reports describe the development of options. The base proposition referred to is not a recommended or preferred scheme.
- The reports describe route and station options serving Heathrow T5. The options do not reflect an initial preferred scheme. The Government has announced its intention to suspend work on high speed rail options to Heathrow until the Airports Commission has reported.
- Where the Ordnance Survey Licence Number is shown on maps it should read 100049190.

---

<sup>1</sup> *High Speed Rail: Investing in Britain's Future  
Phase Two: The route to Leeds, Manchester and beyond*

# Contents

- 1 INTRODUCTION.....1
  - 1.2 APPROACH..... 1
- 2 STAKEHOLDER GROUPS .....2
- 3 STAKEHOLDER INFORMATION.....4
  - 3.2 STATION WORKING GROUPS .....4
  - 3.3 DEPOT OPTION GENERATION ..... 5
  - 3.4 WIDER STAKEHOLDER GROUPS .....6
  - 3.5 CHALLENGE PANELS ..... 7
  - 3.6 APPRAISAL OF SUSTAINABILITY REFERENCE GROUP .....8

# 1 Introduction

- 1.1.1 We have placed significant importance on working collaboratively with stakeholders from the start of our work on High Speed Two (HS2). Our work on developing proposals for phase one, from London to the West Midlands, benefited greatly from stakeholder engagement and we have broadly followed the same approach with our work on phase two.
- 1.1.2 A wide range of stakeholders with legitimate interests in the project have made valuable contributions. In particular, stakeholders have been helpful in providing us with informed local and regional perspectives on the constraints and opportunities for a new high speed railway. At this early stage of phase two, we have not engaged with members of the public, which would be for a later, formal public consultation.
- 1.1.3 This document outlines our approach to engaging with our key phase two stakeholders and identifies the organisations we met. It covers the period between March 2010 and March 2012, although there were periods where our work and stakeholder discussions were restricted around the 2010 General Election and change of Government. It does not cover the stakeholder engagement in relation to phase one (which was covered in a report published in March 2010) or technical issues across both phases, which has continued and evolved over the same period. It has been prepared by HS2 Ltd as a supporting appendix to our main report, *Options for phase two of the high speed rail network*. Key aspects are also summarised in chapter 2 of the main report.

## 1.2 Approach

- 1.2.1 The remainder of this document is broken down into the following areas:
- section 2 provides a high level summary of the range of HS2 phase two stakeholders groups; and
  - section 3 provides further details about the composition of each group and the scope of their input to our work.

## 2 Stakeholder groups

- 2.1.1 We established a number of formal working groups which met regularly during the course of the period. We also held ad hoc meetings with other stakeholders, either as a group or on a one to one basis. The main groups of stakeholders were:
- **station working groups - for the Leeds and Manchester Legs:** we met delivery partners in regular formal working groups. They contributed to the identification and assessment of options and comprised a small number of stakeholders with specific local transport and planning responsibilities for the four remitted station areas around Manchester, Leeds, South Yorkshire and the East Midlands. There was also bilateral contact with relevant district/borough authorities, where appropriate, to gather information on planning proposals, for example;
  - **rolling stock and infrastructure maintenance depot stakeholders:** we drew on stakeholders' local knowledge to assist us with option generation for depots. These stakeholders were the upper tier local planning authorities of potential depot locations. This was not a formal group;
  - **wider stakeholder groups:** these groups consisted of a wider set of local and regional planning authorities, business groups and other interests in the Midlands and North of England and in Scotland;
  - **challenge panels:** these panels ensure that HS2 Ltd's approach to high speed rail is scrutinised at every stage. They are comprised of independent experts. The panels challenge and reinforce our strategic and analytical approaches; and
  - **Appraisal of Sustainability (AoS) reference group:** This included stakeholders from central government departments and statutory agencies. It provided useful input and challenge of our sustainability appraisal methodology.
- 2.1.2 In view of the significant blight risk we did not hold discussions with local authorities on the optioneering process in delineating the line of route. Instead, we carried out internal technical working groups. The methodology for line of route work was scrutinised by the AoS reference group. Going forward it will be important to have discussions with line of route authorities to aid route development and mitigation.
- 2.1.3 We did however have discussions with statutory bodies about line of route in relation to particularly sensitive sites. This is covered under the AoS reference group section below.

- 2.1.4 For the same reason, we only shared location specific information with stakeholders for stations and depots where necessary in order to aid in developing options.
- 2.1.5 We had some meetings with Merseytravel and Transport Scotland in relation to running classic compatible trains off HS2 onto the existing rail network. We would envisage having further meetings on this matter.
- 2.1.6 There were ongoing discussions with industry and national stakeholders in relation to HS2's technical specifications and wider strategy. These are not captured in this document.

## 3 Stakeholder information

- 3.1.1 This section provides information on the composition of the main stakeholder groups and their main areas of input into the project.

### 3.2 Station working groups

- 3.2.1 The station working groups included stakeholders that we considered critical to the delivery of the project: our “delivery partners”. We had separate working groups for each remitted station location. The meetings considered confidential information about station options and stakeholders provided an important contribution to the generation, evaluation and sifting of options.

Table 3.1 - Manchester city centre stations working group	
Manchester City Council Salford City Council Trafford Council (only attended for certain meetings) **Transport for Greater Manchester Network Rail	Highways Agency **Greater Manchester Passenger Transport Executive *Government Office for North West *North West Development Agency
*These organisations disbanded through the course of the project and therefore ceased to attend. **The Greater Manchester Passenger Transport Executive became Transport for Greater Manchester on 1 April 2011. Source: HS2 Ltd	

Table 3.2 - Manchester interchange stations working group	
**Transport for Greater Manchester Highways Agency Network Rail Cheshire East Council	**Greater Manchester Passenger Transport Executive *Government Office for North West *North West Development Agency
*These organisations disbanded through the course of the project and therefore ceased to attend. **The Greater Manchester Passenger Transport Executive became Transport for Greater Manchester on 1 April 2011. Source: HS2 Ltd	

Table 3.3 - Manchester intermediate stations	
Cheshire East Council Staffordshire County Council	Stoke-on-Trent City Council
We looked at a high level at options for an intermediate station between West Midlands and Manchester. We did not have a regular working group for this function but we held discussions with the above organisations. Source: HS2 Ltd	

Table 3.4 - Leeds city centre stations working group	
Leeds City Council Metro (West Yorkshire Passenger Transport Executive) Network Rail Highways Agency	*Government Office for Yorkshire & Humber *Yorkshire Forward
This group also helped in the generation of station options for an interchange station outside of Leeds. *These organisations disbanded through the course of the project and therefore ceased to attend. Source: HS2 Ltd	



**Table 3.5 South Yorkshire stations working group**

Rotherham Metropolitan Borough Council Sheffield City Council South Yorkshire Passenger Transport Executive Highways Agency	Network Rail *Government Office for Yorkshire & Humber *Yorkshire Forward
--	---

\*These organisations disbanded through the course of the project and therefore ceased to attend.

Source: HS2 Ltd

**Table 3.6 East Midlands stations working group**

East Midlands Councils Derby City Council Derbyshire County Council Leicester City Council Leicestershire County Council Nottingham City Council Nottinghamshire County Council Network Rail Highways Agency	*East Midlands Development Agency *Government Office for East Midlands  Other authorities involved on an ad hoc basis were:  Broxtowe Borough Council Rushcliffe Borough Council
--	--

\*These organisations disbanded through the course of the project and therefore ceased to attend.

Source: HS2 Ltd

- 3.2.2 In carrying out our work on serving a station at Heathrow Airport, we did not have formal working groups in the same way, as the station site was fixed. We did have meetings with BAA, Network Rail, Transport for London and the Highways Agency in relation to the station at Heathrow to discuss how the station could work in the context of the airport and of existing rail and road networks. As with other stations, there will be more work to do to refine these arrangements in the next stage.

### 3.3 Depot option generation

- 3.3.1 For both rolling stock and infrastructure maintenance depots we drew on stakeholders' local knowledge to help with option generation. We were able to take advantage of the above station working groups for this purpose in some cases and we contacted other organisations bilaterally. Depots were then sifted internally against assessment criteria.

**Table 3.7 - Depots option generation**

Barnsley MBC Cheshire East Cheshire West & Chester Council Creative Sheffield and Sheffield City Council Doncaster Metropolitan Borough Council Lancashire County Council Rotherham Metropolitan Borough Council Staffordshire County Council Stoke-on-Trent City Council Wakefield Metropolitan Borough Council Warrington Metropolitan Borough Council Transport for Greater Manchester	Highways Agency Leeds City Council Metro (West Yorkshire Passenger Transport Executive) Network Rail Derby City Council Derbyshire County Council Leicester City Council Leicestershire County Council Nottingham City Council Nottinghamshire County Council South Yorkshire Public Transport Executive
--	--

Source: HS2 Ltd

## 3.4 Wider stakeholder groups

- 3.4.1 Meetings of these groups focussed on issues relating to the HS2 programme and our approach to identifying and evaluating options. They provided a forum for stakeholders to raise specific local and regional issues or concerns. Specific options were not discussed.

**Table 3.8 - West Midlands wider stakeholders**

Birmingham Airport Birmingham City Council Black Country Consortium CENTRO Coventry City Council Dudley Metropolitan Borough Council National Exhibition Centre	North Staffordshire Chamber of Commerce Sandwell County Council Solihull Metropolitan Borough Council Staffordshire County Council Stoke-on-Trent City Council Walsall Metropolitan Borough Council Warwickshire County Council
---	---

Source: HS2 Ltd

**Table 3.9 East Midlands wider stakeholders**

Ashfield District Council Broxtowe Borough Council Charnwood Borough Council Derby City Council Derbyshire County Council East Midlands Airport East Midlands Councils East Midlands Business Forum *East Midlands Development Agency East Midlands Friends of the Earth Erewash Borough Council Federation of Small Businesses Gedling Borough Council Greater Nottingham Transport Partnership Leicester City Council	Leicestershire and Rutland Federation of Small Businesses Leicestershire Business Voice Leicestershire Chamber of Commerce Leicestershire County Council Lincolnshire County Council North East Derbyshire Council North West Leicestershire District Council Northamptonshire County Council Nottingham City Council Nottinghamshire County Council Nottinghamshire Campaign for Better Transport Rushcliffe Borough Council South Derbyshire District Council Travelwatch East Midlands
---	--

\*These organisations disbanded through the course of the project and therefore ceased to attend.

Source: HS2 Ltd

**Table 3.10 - North West wider stakeholders**

Associated British Ports Blackburn Borough Council Blackpool Borough Council Bolton Borough Council Bury Metropolitan Borough Council Chamber of Commerce North West Cheshire & Warrington Economic Commission Cheshire East Council Cheshire West & Chester Council Commission for the New Economy Confederation of Passenger Transport Confederation of British Industry North West Cumbria Chamber of Commerce Cumbria County Council Cumbria Vision Federation of Small Businesses Greater Manchester Chamber of Commerce Government Office for the North West Halton Borough Council	Manchester Airport Group Manchester City Council Manchester Enterprises Group Mersey Dee Alliance Mersey Travel Merseyside Partnership North + Western Chamber of Commerce North West Rail Campaign *Northern Way North West Business Leadership Team *North West Development Agency North West Transport Activists Roundtable Oldham Metropolitan Borough Council Peel Ports Rochdale Metropolitan Borough Council Salford City Council Sefton Metropolitan Borough Council St Helens Metropolitan Council Tameside Metropolitan Borough Council
---	---

Knowsley Metropolitan Borough Council Lancashire County Council Lancashire Economic Partnership Liverpool Chamber of Commerce Liverpool City Council Liverpool John Lennon Airport	Transport for Greater Manchester Trafford Metropolitan Borough Council Warrington Borough Council Warrington Chamber of Commerce Wigan Metropolitan Borough Council Wirral Metropolitan Borough Council 4 North West
---	--

\*These organisations disbanded through the course of the project and therefore ceased to attend.

Source: HS2 Ltd

**Table 3.11 - Yorkshire and the North East wider stakeholders**

Association of North East Councils Bridging Newcastle Gateshead Calderdale Metropolitan Borough Council Chamber of Commerce Yorkshire & Humber Confederation of British Industry North East Confederation of British Industry Yorkshire and Humber Campaign to Protect Rural England (South Yorkshire) Federation of Small Businesses *Government Office for the North East Hull City Council Humber Economic Partnership Limited Leeds City Council Leeds City Region Partnership Local Government Yorkshire and Humber Metro	Newcastle City Council Nexus (Tyne & Wear Metro) North East Chamber of Commerce North East Transport Activists Roundtable *One North East Rotherham Metropolitan Borough Council Sheffield City Region South Yorkshire Passenger Transport Executive South Yorkshire Transport Users Group Tees Valley Joint Strategy Unit Tees Valley Unlimited *The Northern Way West Yorkshire Passenger Transport Executive *Yorkshire Forward
--	---

\*These organisations disbanded through the course of the project and therefore ceased to attend.

Source: HS2 Ltd

**Table 3.12 - Scotland wider stakeholders**

City of Edinburgh Council Edinburgh Chamber of Commerce Glasgow City Council Glasgow Edinburgh Collaboration Initiative Highlands and Islands Transport Partnership Network Rail North East of Scotland Transport Partnership Scottish Council for Development and Industry Scottish Chamber of Commerce	Scottish Enterprise Scottish Government South East Scotland Transport Partnership Strathclyde Partnership for Transport South West of Scotland Transport Partnership Tayside and Central Scotland Transport Partnership Transport Scotland
--	--

Source: HS2 Ltd

## 3.5 Challenge panels

- 3.5.1 Meetings were held on a confidential basis with the panels of independent experts listed in the below tables. Panel members attended in a personal capacity and did not represent or share information from the meetings with their organisations. Panel members were appointed by invitation on the basis of their professional experience. Meetings were held approximately on a quarterly basis.

**Table 3.13 - Strategic Challenge Panel**

Professor David Begg – Publisher, Transport Times Magazine Richard Brown CBE – Chairman, Eurostar (UK) Ltd David Higgins – Chief Executive, Network Rail Jim Steer – Director, Greengauge 21 Stephen Joseph OBE – Executive Director, Campaign for Better Transport David Leeder – Transport consultant; formerly Vice Chair, Commission for Integrated Transport	Sir Roy McNulty – Chairman, Advantage West Midlands Anthony Smith – Chief Executive, Passenger Focus Tony Travers – Director, Greater London Group, London School of Economics and Political Science (LSE)
--	--

Source: HS2 Ltd

**Table 3.14 - Analytical Challenge Panel**

Prof. Robert Cochrane – Visiting Professor in Transport, Imperial College London Prof. Stephen Glaister – Professor of Transport and Infrastructure, Imperial College London Prof. Peter Mackie – Research Professor of Transport Studies, ITS, University of Leeds Prof. Henry Overman – Professor of Economic Geography, London School of Economics	Dr. David Simmonds – Director, David Simmonds Consultancy Ltd Prof. Roger Vickerman – Professor of European Economics, University of Kent Tom Worsley – Visiting Fellow, Institute for Transport Studies, University of Leeds
--	---

Source: HS2 Ltd

## 3.6 Appraisal of Sustainability reference group

**Table 3.15 - AoS reference group stakeholders**

Department for Culture, Media and Sport Department for Environment, Food and Rural Affairs Department for Energy and Climate Change Department for Health Department for Transport	English Heritage Environment Agency Natural England Scottish Government
--	--

As with the work on London to West Midlands in 2009, meetings of this group were held throughout the Appraisal of Sustainability process. Feedback from the group helped inform the process, option development and refinement. Further details about the Appraisal of Sustainability methodology can be found in *Options for phase two of the high speed rail network – Appraisal of Sustainability*.

The nature of stakeholder engagement has evolved in phase two of the AoS to include more focused bilateral meetings and site visits, mainly with Government agencies, the Environment Agency, Natural England and English Heritage, and also with the National Trust. The joint site visits have helped to clarify discussions about potential impacts and the effectiveness of impact avoidance and mitigation measures during the development of alternative route options and selection of preferred routes.

Source: HS2 Ltd