

**Draft Note of meeting:** High Speed 2 – Environment Round Table

**Date:** 20 August 2013 - 13:30 – 14:45

**Location:** Department for Transport

**Attendees:**

<b>Name</b>	<b>Organisation</b>
Stephen Joseph	Campaign for Better Transport
Ralph Smyth	Campaign to Protect Rural England (CPRE)
Colin Wilkinson	Royal Society for the Protection of Birds (RSPB)
Eugene Suggett	Ramblers Association
Kate Pugh	Heritage Alliance
Chris Crean	Friends of the Earth
Victoria Bankes-Price	The Woodland Trusts
Philippa Lyons	The Wildlife Trusts
Rt Hon Simon Burns MP	DfT
Dave Buttery	DfT
Peter Miller	HS2 Ltd
Claire Downham	HS2 Ltd
Stephen McFarlane	HS2 Ltd
Davinder Hothi	HS2 Ltd
Matt Coleman	DfT
Lee Bowerman	DfT
Stephen Hennigan	DfT
Abigail Webster	DfT
Richard Plant	Defra
Fran Queen	DfT

**Key Action Summary:**

- A HS2 cycling route steering group to be set up. DfT High Speed Rail Policy to discuss opportunities for engagement with NGO attendees of the roundtable with the DfT's cycling policy division. **Action: Stephen Hennigan/Abigail Webster**
- DfT to engage with Association of Train Operating Companies (ATOC) about their station travel plans and lessons for HS2 stations. **Action: Stephen Hennigan/Abigail Webster**
- Ramblers Association to consider meeting HS2 Ltd officials to discuss rights of way. **Action: Eugene Suggett**
- HS2 Ltd Comms to consider promoting the benefits of freight carried on HS2. **Action: Peter Miller**

- DfT to check availability to attend HS2 Ltd meeting on rail freight on 29 August. **Action: Matt Coleman**
- HS2 Ltd to meet separately with CPRE to explore further options for use of the CPRE maps as a tool to view further mitigation. **Action: Peter Miller**
- To circulate draft minutes of this meeting for comment by attendees. **Action: Fran Queen**
- To arrange the date for the next meeting. **Action: Fran Queen**

### **Meeting Minutes**

- **Dave Buttery** chaired the meeting. He welcomed attendees, and introductions were forthcoming.

### Review of Actions from last meeting

- DfT and HS2 Ltd have examined the Charitable/Endowment Fund proposal with input from NGOs and community groups. The Minister thinks the proposal is a good idea. However further work on funding this proposal needs to be undertaken and any announcement will be made nearer to Bill deposit.
- A meeting had taken place for HS2 Ltd and DfT to discuss the report 'The Carbon Impacts of HS2' in more detail with authors and see if it could contribute to the carbon assessment of HS2, including the impacts of freight being carried on HS2 as well as passengers.
- DfT officials provided advice to Simon Burns MP on whether NGOs could have an early briefing on the Phase Two route and phone calls were made ahead of the announcement which the NGOs appreciated.

### Cycle Route Announcement

- Stephen Hennigan said the Prime Minister had announced last week that a feasibility study would be undertaken for a cycling route for HS2. It would be a scoping exercise and not a full consultation at this stage. Abigail Webster said that the announcement had attracted both national and regional media coverage.
- A steering group will be set up and DfT High Speed Rail Policy will discuss this with the DfT's cycling policy division.
- Stephen Joseph said that it was important that it made clear that the cycling route is about the HS2 corridor and not a route running beside the line. He suggested DfT speak to ATOC about their station travel plans.

- In relation to the fact that this would be taken forward separately to the hybrid Bill, Ralph Smyth said there was a risk that opportunities to improve provision that broader connections should be considered as these may be overlooked in the Bill.

**Action:** A HS2 cycling route steering group to be set up. DfT High Speed Rail Policy to discuss opportunities for engagement with NGO attendees of the roundtable with the DfT's cycling policy division.

**Action:** DfT to engage with ATOC about their station travel plans and lessons for HS2 stations.

### Environmental Impact Assessment Process

- Peter Miller said HS2 Ltd had employed two companies to look at the draft Environmental Statement consultation responses and the draft Code of Construction Practice. Just over 20,000 responses were received on the draft Environmental Statement and just fewer than 900 responses were received for the design refinement consultation. Additionally, 26 information events had been held with a total of 5000 attendees. Response analysis will be published this autumn.
- Dave Buttery said that the Bill process has now changed so there will be a consultation of 8 weeks (56 days) in Parliament to consider the Environmental Statement responses. The draft Environmental statement was a snapshot in time, so more defined information will be made available in the final Environmental Statement. DfT want to produce a statement nearer the time of publication on how people can interact with the consultation.
- Ralph Smyth asked questions about the adequacy and ease of use of the Environmental Statement, the time that would be made available to consider the 50,000 pages. Dave Buttery said that a number of responses had commented on the ease and use of the Environmental Statement, such as the amount of information given and the time needed to consider it. However, it is difficult to find a balance between consulting enough and consulting too much. 56 days for the Standing Order consultation is longer than consultation periods under the Planning Act.
- Victoria Bankes-Price said that the Woodlands Trusts had a very useful meeting with David Collins from HS2 Ltd. He had given them information including maps, and they were pleased with the interaction.
- Eugene Suggett said that the draft Environmental Statement was very brief about what action would be taken in respect of rights of way. Peter Miller suggested that the Ramblers Association meet with HS2 Ltd officials to discuss this.

Note: Simon Burns MP, Minister of State at the Department for Transport joined the meeting.

- Simon Burns MP said that the Secretary of State approved Phase Two of HS2 in January 2013. The Paving Bill was published in June, which takes it to the Commons Committee stage. In October, the Bill will have its third reading in the Commons. Then it will go to the Lords and subject to any amendments, it may be completed in November. The Hybrid Bill will be published in late 2013.
- Stephen Joseph asked how we were intending to challenge recent negative press stories and reports and garner support amongst back benchers. Simon Burns MP discussed the failings with the NEA report which was given to DfT without the opportunity to assess it before publication in a national newspaper. He highlighted the more positive support for HS2 north of Birmingham, for example in Yorkshire. Ministers are meeting MPs to reassure them of the benefits of HS2. Ministers consider that increasing capacity for both passengers and freight is the most important benefit of HS2 rather than reducing journey times.
- Stephen Joseph said there could be more discussion with Comms at HS2 Ltd on freight. The traffic forecast in Action for Roads downplays the use of HS2.

**Action:** HS2 Ltd Comms to consider promoting the benefits of freight carried on HS2.

**Action:** Ramblers Association to consider meeting HS2 Ltd officials to discuss rights of way.

### HS2 Growth Taskforce

- Matt Coleman said that the HS2 Growth Taskforce was now in place. It has 13 members and is chaired by Lord Deighton. Membership is on a voluntary basis, and members have a diversity of views from different fields. The Taskforce is looking at the wider economic benefits, and engagement is as wide as possible. They are working to a tight timetable to publish a report in the New Year, and a Government response will follow. The Taskforce are holding meetings around the country. They are also interested in rail freight. Stephen Joseph invited Matt Coleman to the 29 August meeting with HS2 Ltd on rail freight.
- Ralph Smyth welcomed the setting up of the Taskforce as CPRE had highlighted that the need for HS2 to be joined up with skills and land use planning. However, he was concerned, that the Taskforce's terms of reference focused on the stations, not the areas the line would pass through, and so did not consider benefits for rural areas. The Taskforce should challenge certain elements of the route, as some parts of HS2 are less justifiable than others, for example, the Manchester Interchange that would cost £400m in return for 400 jobs. Stephen Joseph said that Crossrail did research on the Victoria Line and jobs. Matt Coleman replied

that members are challenging the proposal, and he thought a lot of questions will come when they visit areas.

- Chris Crean said he did not think any members of the Taskforce represented the environmental aspects of the proposal. He asked if the meetings will be open to the public. Matt Coleman replied that the meeting held outside London would be closed, but Local Authorities and businesses would be invited.

**Action:** DfT to check availability to attend HS2 Ltd meeting on rail freight on 29 August.

### Phase Two Consultation

- Stephen McFarlane gave a presentation on progress on the Phase Two consultation. The consultation was launched in July 2013 and closes in January 2014. HS2 Ltd is holding a roadshow with 36 events in 29 locations. The roadshow will start in October. The events will have demonstrations and interactive materials.
- Davinder Hothi said that there had been a couple of changes to the scheme on the Manchester and Leeds legs. On the western leg, they now proposed a twin bore tunnel instead of a single bore under Madeley, there had been small changes to the connection point with Phase One and they had added indicative locations for vent shafts and maintenance loops. On the Eastern Leg they had amended the connection with Phase One, lengthened the tunnel under the East Midlands Airport to avoid impacts to the proposed Roxhill rail freight interchange and amended the route to avoid impacts to the company Firth Rixson near Meadowhall.

### CPRE presentation of their mapping tool

- CPRE had used 27 datasets from HS2 Ltd as well as others such as population and tranquillity maps as backgrounds. It transposed them into three maps: landscape impact; construction impact; and operational impact. Ralph Smyth said the maps were easily accessible at <http://hs2maps.com/>
- The noise maps from HS2 had been set over the tranquillity map. The landscape map clearly shows the location of features such as drainage. These maps should be easier to engage with under the consultation.
- Peter Miller suggested that there might be scope to use the CPRE maps as a tool to view further mitigation. He thought this should be explored.
- Stephen Joseph said that as well as talking to local planning authorities, discussions should be held with local transport authorities.

**Action:** HS2 Ltd to meet separately with CPRE to explore further options for use of the CPRE maps as a tool to view further mitigation.

Next meeting - TBA