



HIGH SPEED TWO PHASE ONE INFORMATION PAPER

G1: CONSULTATION AND ENGAGEMENT

This paper outlines how the HS2 project has engaged with those with an interest in the Proposed Scheme, including formal public consultation.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

The Helpdesk can be reached at:

**High Speed Two (HS2) Limited
Two Snowhill, Snow Hill Queensway
Birmingham, B4 6GA**

by email: HS2enquiries@hs2.org.uk

or by phone: 08081 434 434 (lines are open 24 hours)

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1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill¹ with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the project have been reached.

2. Overview

- 2.1. This information paper provides the details of the consultation and engagement carried out during the development of both the strategy for high speed rail in the UK and the route between London and the West Midlands of HS2 (Phase

¹The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

One). There is also consultation and engagement on the route between the West Midlands and Manchester and Leeds (Phase Two), but that is not covered in this paper.

- 2.2. Recognising the challenge of consulting and engaging effectively with a large number of affected parties in a fast developing project, HS2 Ltd has sought to be flexible in its approach and continues to learn from experience. HS2 Ltd has followed and, where practicable, exceeded the legislative requirements and guidance on consultation and engagement noted in Section 3.

3. Legislation and guidance

- 3.1. Consultation and engagement on the Proposed Scheme has been carried out in compliance with relevant guidance and legislation, including:
- the second provision of the Aarhus Convention (June 1998);
 - Cabinet Office guidance on Consultation, published in July 2012;
 - prior to July 2012, the Cabinet Office's Code of Practice on Consultation issued in July 2008; and
 - the Gunning Principles, which are a set of criteria for assessing the fairness of a public consultation.

4. Objectives of consultation and engagement

- 4.1. The objectives of consultation and engagement have been as follows:
- to work with stakeholders and communities to foster understanding of the Proposed Scheme;
 - to provide information on a wide range of subjects relating to the Proposed Scheme, including general information and defined proposals;
 - to understand both general concerns and specific issues that interested parties may have;
 - to consult and engage at stages in the project that enable feedback received to be used most effectively;
 - to provide effective means for interested parties to submit views on proposals;
 - to enable informed and transparent decisions to be made by Ministers and by HS2 Ltd;
 - to develop an improved scheme and propose steps to avoid, reduce or, where reasonably practicable, off-set any significant adverse effects that have been identified; and
 - to contribute to the deposit of a robust hybrid Bill.

5. Stakeholders

5.1. In engaging and consulting on the Proposed Scheme, the following categories of stakeholder have been involved:

- Members of Parliament;
- Local Authorities (members, officers and functions);
- statutory consultees (identified through other Acts), utility companies and major asset owners;
- community groups and stakeholder organisations;
- directly affected parties (including property owners and businesses); and
- the general public.

6. Consultation and engagement chronology

6.1. Consultation and engagement activities on the strategy for high speed rail and Phase One have taken place in the context of four broad stages:

- January 2009 - March 2010: initial development of proposals for a new high speed railway between London and the West Midlands and the case for high speed services to northern England and Scotland;
- March 2010 - February 2011: from publication of the case for high speed rail and preferred Phase One route, up to public consultation;
- February 2011 - January 2012: public consultation and post consultation work on the proposed high speed rail strategy and Phase One route; and
- January 2012 - November 2013: publication of decisions on HS2 and the Phase One line of route, and preparation of the hybrid Bill and supporting documents.

6.2. The specific engagement and consultation activities are set out in the table below:

Table 1.1 – Engagement and Consultation activities

Purpose	Period
Engagement with local authorities and other key stakeholders to seek input on station options	January 2009 – March 2010
Public awareness and engagement	March 2010 – February 2011
Consultation on the Exceptional Hardship Scheme	March 2010 – June 2010

Purpose	Period
Consultation on the proposed high speed rail strategy and the suggested route between London and the West Midlands	February 2011 – July 2011
Public awareness and engagement including holding regular forums with different stakeholders (see section 1.7 for further details)	January 2012 – November 2013
Consultation on the Draft Environmental Impact Assessment Scope and Methodology Report	April 2012 – May 2012
Consultation on Property Compensation	October 2012 – January 2013
Consultation on Safeguarding	October 2012 – January 2013
Consultation on Draft Environmental Statement and Draft Code of Construction Practice	May 2013 – July 2013
Consultation on Design Refinements	May 2013 – July 2013
Re-consultation on Property Compensation	September 2013 – December 2013

7. Consultation activities

7.1. In the main, consultations have involved:

- supporting media to publicise the consultation and any local events;
- the production of leaflets and letters which are distributed to properties within the broad vicinity of the line of route;
- online information, in some instances with a dedicated consultation website;
- documents and maps which are available from the website and on request via a dedicated consultation telephone number;
- local events which are open to the public and at which relevant specialist staff are present to answer questions;
- dedicated response channels, where people can respond by email, post or online;
- independent handling, analysis and reporting of consultation responses;
- the publication of a consultation report covering the main themes of the consultation responses once the consultation has closed; and

- the publication of a decisions document, setting out decisions taken as a result of the consultation process.

8. Engagement with stakeholders

- 8.1. The diagram below (Figure 1.1) sets out the stakeholder engagement undertaken between January 2012 and November 2013.

Figure 1.1



- 8.2. In addition, there has been extensive bilateral discussion with many stakeholders, included affected parties.
- 8.3. A Customer Records Management (CRM) system has been used to track correspondence, emails and telephone calls with stakeholders.

9. Public awareness

- 9.1. Dedicated press handling on the Proposed Scheme has been in place since early in the project.
- 9.2. Further, both online and offline communication methods have been adopted to communicate the project. This has included the development of a dedicated HS2 website and the use of social media (e.g. Twitter, Facebook etc).
- 9.3. A public enquiries team has been in place since the spring of 2010, with a dedicated telephone number, email address and postal address.

10. Accessibility

- 10.1. A variety of mechanisms have been used to facilitate participation in consultations, such as:
- provision on request of translations of documents and publicity materials;
 - wheelchair accessible venues for consultation and engagement events;
 - Hearing Loops at certain venues;

- interpreter services at certain venues;
- provision of transport to facilitate attendance at events in remote areas; and
- facilitating responses from people with disabilities.

11. Continued engagement

- 11.1. There is a commitment to continue engaging with stakeholders on the Proposed Scheme as it progresses. As part of the Bill process, there will be a consultation on the Environmental Statement. In addition, the draft Code of Construction Practice sets out that there will be community engagement, particularly focussing on those who may be affected by construction impacts.

12. More information

- 12.1. More detail on the Bill and related documents can be found at: www.gov.uk/HS2