



# HIGH SPEED TWO

## PHASE 2a INFORMATION PAPER

### G1: CONSULTATION AND ENGAGEMENT

This paper gives details of the consultation and engagement carried out during development of the Proposed Scheme.

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 High Speed Rail (West Midlands-Crewe) Bill which is now enacted. It was finalised at Royal Assent and no further changes will be made.

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 contacted:**

**by email:** [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

**by phone (24hrs):** 08081 434 434  
08081 456 472 (minicom)

**or by post:** High Speed Two (HS2) Limited  
2 Snowhill, Queensway  
Birmingham  
B4 6GA

# G1: CONSULTATION AND ENGAGEMENT

## 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 phases: Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. Phase 2b will extend the route to Manchester, Leeds and beyond. The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017.
- 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 July 2017, the Government introduced a hybrid Bill<sup>1</sup> to Parliament to seek powers for the construction and operation of Phase 2a of HS2 (the Proposed Scheme). The Proposed Scheme is a railway starting at Fradley at its southern end. At the northern end it connects with the West Coast Main Line (WCML) south of Crewe to allow HS2 services to join the WCML and call at Crewe Station. North of this junction with the WCML, the Proposed Scheme continues to a tunnel portal south of Crewe.
- 1.4. The work to produce the Bill includes an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs)<sup>2</sup>, which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.5. The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. The nominated undertaker will be bound by the obligations contained in the Bill and the policies established in the EMRs. There may be more than one nominated undertaker.
- 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 Proposed Scheme have been reached.

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<sup>1</sup> The High Speed Rail (West Midlands – Crewe) Bill, hereafter 'the Bill'.

<sup>2</sup> For more information on the EMRs, please see Information Paper E1: Control of Environmental Impacts.

## 2. Overview

- 2.1. This information paper gives details of the consultation and engagement carried out during the development of the Proposed Scheme.

## 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 legal principles for assessing the fairness of a public consultation.

## 4. Objectives of consultation and engagement

- 4.1. In planning and undertaking the public consultation and engagement for the Proposed Scheme, HS2 Ltd has sought to:
  - work with stakeholders and communities to improve their understanding of the Proposed Scheme and its impacts;
  - provide information on a wide range of subjects relating to the Proposed Scheme, including general information and defined proposals;
  - understand people's general and specific concerns and issues;
  - enable feedback on the Proposed Scheme to be received at stages in its development where it can be used effectively;
  - provide effective means for people to submit views on proposals;
  - enable informed and transparent decisions to be made by Ministers and by HS2 Ltd;
  - develop an improved Proposed Scheme and propose steps to avoid, reduce or, where reasonably practicable, off-set any significant adverse effects that have been identified; and
  - use the process to inform and develop the Bill.

## 5. Stakeholders

- 5.1. The following categories of stakeholder have been involved in the engagement and consultation on the Proposed Scheme:
  - directly affected parties (including property owners and businesses);

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

## 6. Consultation and engagement chronology

6.1. Consultation and engagement activities on the strategy for the Proposed Scheme has taken place in the context of the following stages and milestones stages:

Table 1: Engagement and Consultation activities

Purpose	Period
Announcement of Initial Preferred Route for Phase Two	January 2013
Phase Two Route and Stations consultation	July 2013 - January 2014
Safeguarding consultation on West Midlands to Crewe (Phase 2a)	November 2014 - January 2015
Phase 2a Preferred Route and timescale announced. Consultation on Property Assistance schemes	November 2015 - February 2016
Site visits, route walks and meetings with directly affected stakeholders and their representatives; local authority officer and member briefings; and meetings with technical, statutory and commercial stakeholders	January 2016 – July 2017
Environmental and Equality Impact Assessment Scope and Methodology Consultations	March 2016 – May 2016
Consultations on the Working Draft Environmental Impact Assessment Report; the Working Draft Equality Impact Assessment Report; and Design Refinements	September 2016 - November 2016

Purpose	Period
Formal consultation on the Environmental Statement (ES) and Equalities Impact Assessment	July – September 2017
Meetings and site visits with stakeholders and petitioners	Ongoing from July 2017
Six public information events along the line of route	August 2017
Formal consultation on the Additional Provision 1 Environmental Statement and Supplementary Environmental Statement	March – May 2018
Drop-ins and surgeries for affected communities on specific issues	Ongoing from August 2018
Seven public information events along the line of route.	October 2018
Formal consultation on the Additional Provision 2 Environmental Statement and Supplementary Environmental Statement	February – March 2019

6.2. For more information on the development of the Proposed Scheme, please see Information Paper A1: Development of the Proposed Scheme, and Volume 1 of the ES, which is available here:

- <https://www.gov.uk/government/collections/hs2-phase-2a-environmental-statement>

## 7. Consultation activities

7.1. Consultations undertaken at various points in the development of the Proposed Scheme have involved:

- supporting media to publicise the consultation and any local events;
- producing 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;
- publishing a consultation report covering the main themes of the consultation responses once the consultation has closed; and
- publishing a decisions document, setting out decisions taken as a result of the consultation process.

## **8. Engagement with stakeholders**

8.1. This section sets out the stakeholder engagement that has been undertaken by HS2 Ltd in relation to the development of the Proposed Scheme since November 2015.

- Local engagement meetings with community representatives, residents groups and individual property owners. These were to discuss local design and environmental matters.
- Environmental non-governmental organisations (NGO) engagement on general environmental matters.
- Statutory bodies and government department engagement on general environmental matters.
- Local authority engagement (with members, officers and technical functions) on local matters including design, environmental impacts and potential petitioning issues.

8.2. In addition, there has been extensive bilateral discussion with many stakeholders, included affected parties.

8.3. A records management 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 its development.

9.2. Further, both online and offline communication methods have been adopted to communicate the Proposed Scheme. This has included the development of a dedicated HS2 website, new online platforms for each of Staffordshire and Cheshire East, called Commonplace, and the use of social media (e.g. Twitter, Facebook). Newsletters have also been posted to communities in close proximity to the route.

- 9.3. A public enquiries team has been in place throughout the development of the Proposed Scheme, 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;
  - provision of materials, including maps, for those with visual impairments;
  - 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. HS2 Ltd is committed to continue engaging with stakeholders on the Proposed Scheme as it progresses.
- 11.2. This activity will be undertaken in accordance with HS2 Ltd's Community Engagement Strategy<sup>3</sup>. This includes informing, involving, consulting and responding to those affected by the Proposed Scheme, as appropriate.
- 11.3. As part of the Bill process, there has been consultation on the ES, and further engagement activities with those whose property or interests are specially and directly affected by the Proposed Scheme.
- 11.4. Engagement activity will continue during the construction of the Proposed Scheme, as part of HS2 Ltd's commitment to be a 'good neighbour' to anyone affected by the Proposed Scheme. This includes listening to the concerns of affected stakeholders and seeking to mitigate the local impact of construction. In addition, the draft Code of Construction Practice sets out that there will be community engagement, particularly focusing on those who may be affected by construction impacts from the Proposed Scheme, during the construction of the Proposed Scheme.

## 12. More information

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

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<sup>3</sup> <https://www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy>