



## Phase 2b Western Leg 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 (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

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.

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## 1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and 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), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

- 1.6 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'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.
- 1.7 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.

## **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;
  - 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, compensate 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 have taken place in the context of the stages shown in Table 1 in Appendix A.
- 6.2 For more information on the development of the Proposed Scheme, please see Information Paper A1: Development of the Proposed Scheme.

## **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 publicising the consultations and information events, 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 the HS2 dedicated Helpdesk. This number operates 24 hours a day, seven days a week, every day of the year;
  - an interactive mapping tool to help people find their property or business on the line of route, understand its proximity to the Proposed Scheme and links to key documents. The tool also includes a swipe function that allows people to compare construction (CT05) and operation (CT06) maps; 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 freephone, email, web contact form, minicom, or freepost.

- independent handling, analysis and reporting of consultation responses;
- publishing a consultation reports covering the main themes of the consultation responses once the consultation has closed; and
- publishing a decisions document, setting out the Government's decisions taken as a result of the consultation process.
- a suite of online and remote options developed in response to social distancing and other Government restrictions during the Covid-19 pandemic throughout 2020 and 2021. This included a virtual exhibition room, webinars and remote one to one appointments.

## **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 2013.

- Local engagement meetings with community representatives, residents groups and individual property owners. These were to discuss local design and environmental matters;
- Non-government organisations (NGO) engagement on general matters, for example on environmental matters and sustainability.
- 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, including a dedicated programme for directly affected parties (those whose land/property or business operations are being affected by the Proposed Scheme and thus are 'directly and specially

affected) which provides the opportunity for a minimum of two one to one appointments with HS2

## **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, with local community webpages and the development of an interactive In Your Area map to show where HS2 works are taking place. During consultations HS2 Ltd have also provided an interactive navigation tool that shows people where their property or areas of interest is on the route and how they might be affected by the current design of the Proposed Scheme.
- 9.3 The HS2 Helpdesk team has been in place throughout the development of the Proposed Scheme, with a dedicated telephone number, email address and postal address, available 24 hours a day, seven days a week.

## **10 Accessibility**

- 10.1 A variety of mechanisms have been used to facilitate participation in consultations and engagement wherever possible, 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 to facilitate engagement wherever practicably possible
  - 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. This includes informing, involving, consulting and responding to those affected by the Proposed Scheme, as appropriate.
- 11.3 Throughout 2020 and 2021 HS2 Ltd, faced the additional challenge of continuing to provide effective and quality engagement and consultation during a global pandemic. World Health Organisation and Government guidelines meant face to face engagement was unable to take place for much of 2020 and into 2021. This necessitated adaption and innovation in approach, particularly the use of remote and virtual online tools, which enabled HS2 Ltd's first fully digital consultation on the Proposed Scheme in October 2020. Face to face engagement, permitted from mid-2021, also had to change to meet Government guidelines. Lessons from this will continue to inform consultation and engagement going forward.
- 11.4 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.
- 11.5 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 and respecting communities along the line of route. 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.
- 11.6 The Community Engagement Strategy has been refreshed and was published in October 2021. The new document, 'Respecting people,



respecting places', explains how we will help people whilst we build HS2. This strategy will continue to evolve as the Project does.

## **12 More information**

- 12.1 More detail on the Bill and related documents can be found at [www.gov.uk/hs2-phase2b-crewe-manchester](http://www.gov.uk/hs2-phase2b-crewe-manchester).

## Appendix A:

Table 1:

Purpose	Period
Announcement of Initial Preferred Route for Phase Two	January 2013
Phase Two Route and Stations consultation	July 2013 – January 2014
HS2 Phase 2b route decision	July 2017
Site visits, route walks and meetings with directly affected stakeholders and their representatives; local authority officer and member briefings; meetings with technical, statutory and commercial stakeholders.	July 2017 ongoing
Phase 2b route confirmation public information events	September 2017
Phase 2b route wide update *	June – July 2018
Phase 2b consultations on the Working Draft Environmental Impact Assessment Report; the Working Draft Equality Impact Assessment Report *	October – December 2018
Phase 2b Design Refinement Consultation *	June – September 2019
Phase 2b Western Leg Design Refinement Consultation and Route Wide Update *	October – December 2020
Phase 2b Western Leg Route Wide Update *	June – July 2021

\* Denotes stage at which one to one appointment were held with directly affected parties

## References

HS2 Community Engagement Strategy:

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