

HS2

Phase 2b (Western Leg) Planning Forum

12 January 2022

Welcome and Introductions



Agenda

Item		Lead	Time
	Welcome and introductions	Forum Chair	10:00
1	Review of minutes and actions from previous meeting	HS2 Ltd	10:10
2	Purpose of current meeting	HS2 Ltd	10:20
3	Integrated Rail Plan	DfT	10:30
4	Scheme Changes during Bill passage	HS2 Ltd - SK	11:15
	Break		11:35
5	Community Engagement - Details of Bill Deposit	HS2 Ltd - AP	11:45
6	Planning authority feedback and matters <ul style="list-style-type: none">• Feedback from pre-meets with Chair	HS2 & Planning authorities	12:15
7	Arrangements for next meeting: <ul style="list-style-type: none">• 9th March 2022.• Venue	All	12:30
8	AOB	All	12:40
	End		13:00

Review of minutes and actions from previous meeting



Action	Action Owner	Status
<p>ITEM 3: A question was asked whether the changes to the Planning Memorandum are available now? HS2 Ltd said that the draft Memorandum will be available at Bill Deposit. However, the EMRs will be in draft until Royal Assent and can be discussed after the point of Bill deposit.</p>	HS2 Ltd	It was agreed after deposit that a short summary tables of changes would be communicated to Forum Members at the March 2022 meeting assuming that is after Bill deposit.
<p>ITEM 4: It was asked in the meeting chat if HS2 Ltd could circulate the link to the 'Respecting People and Respecting Places Community engagement strategy'. HS2 Ltd agreed to circulate link.</p>	HS2 Ltd	This was circulated in the meeting chat. For ease of reference it is copied below: https://www.gov.uk/government/publications/hs2-ltds-community-engagement-strategy
<p>ITEM 6: HS2 Ltd will circulate the links to the property policies for 2a and 2b after the forum meeting.</p>	HS2 Ltd	This was circulated by an email on 24/12/2021.
<p>ITEM 6: <u>How authorities will be involved in the detailed design process</u> - HS2 Ltd explained that this process is several years away, starting after Royal Assent. However, an item on how this has worked on earlier phases can be put on the agenda for a meeting in spring 2022.</p>	HS2 Ltd	This item will be put on the agenda for the March 2022 forum.

Action	Action Owner	Status
<p>ITEM 6: <u>Lessons learnt from Phase One Schedule 17 applications</u> – it was suggested that authorities from earlier phases could attend 2b Forum to share their experiences.</p>	HS2 Ltd	This will be added to the Forum agenda in spring/summer 2022.
<p>ITEM 6: <u>Local Authority Funding</u> – members asked about the funding that will be available to them associated with their work on HS2 post Royal Assent. HS2 Ltd explained that for activities after Royal Assent the policy will be set out in an Information Paper published at Bill deposit.</p>	HS2 Ltd	If having reviewed this Information Paper members wish to discuss the matter it will be added to the Forum agenda in 2022.
<p>ITEM 6: A forum member questioned whether time sheeting could be adjusted to cut down time spent on SLAs as they had heard this has been an issue on Phase 1. HS2 Ltd said that time sheeting is important for controlling the spend of HS2 Ltd and a critical part of the audit process.</p>	(HS2 Ltd)	HS2 will provide an update at the January 2022 meeting.
<p>ITEM 6: Will come back to the forum with a proposed a pre-meet with enough time prior to the next forum (12th January).</p>	Chair	

Purpose of Current meeting



Integrated Rail Plan



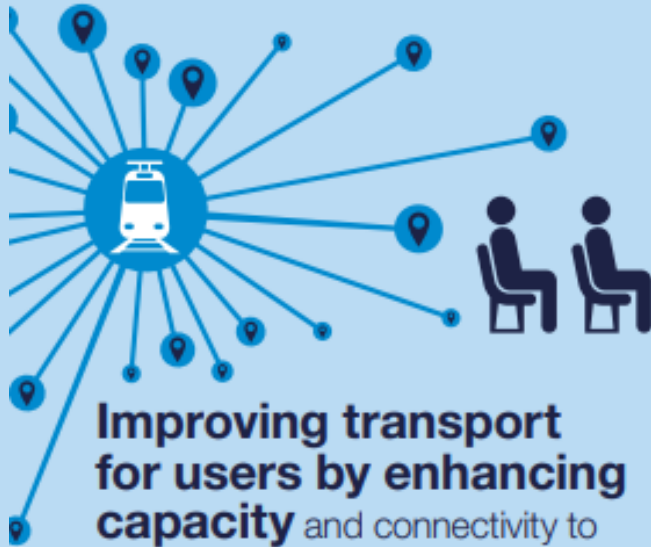
Integrated Rail Plan (IRP)

Background

- ▶ The IRP was commissioned following the conclusion of the **Oakervee Review** of HS2, published in February 2020.
- ▶ The **Oakervee Review** concluded that HS2 Phase 2b needed to be part of an Integrated Rail Plan for the North and Midlands, which also considered Northern Powerhouse Rail, Midlands Rail Hub and other major Network Rail schemes such as Transpennine Route Upgrade.
- ▶ The **IRP Terms of Reference** set out that the plan should be based on the **National Infrastructure Commission's Rail Needs Assessment** (December 2020) in order to address the following questions:
 - How best to integrate HS2 Phase 2b and wider transport plans in the North and Midlands
 - How best to reduce cost
 - The recommended approach to sponsorship and delivery
 - How best to deliver rail connectivity with Scotland
- ▶ The NIC also recommended prioritising East-West links and suggested that greater levels of investment be considered.
- ▶ Development has been through close working between **Government, Network Rail** and **HS2 Ltd.**

The IRP has been guided by **four strategic objectives**:

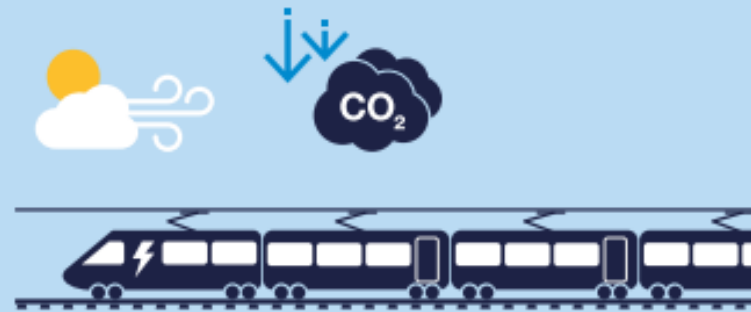
Strategic Objectives



Improving transport for users by enhancing capacity and connectivity to meet long-term rail demand and make journeys faster, easier and more reliable.



Growing and levelling up the economy by creating opportunities for skills, employment, agglomeration and regeneration.



Reducing environmental impact by supporting decarbonisation of the rail network, and accelerating modal shift for passengers and goods.



Ensuring **value for the taxpayer** through **efficient delivery of rail infrastructure**, learning lessons from past projects to ensure that schemes are delivered effectively.

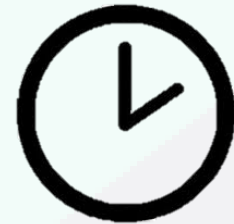
IRP Headlines

The **biggest ever** single government investment in Britain's rail network, redressing decades of underspend and supporting levelling up

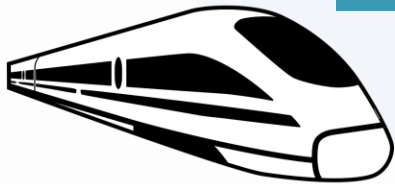


A **£96 billion package** to overhaul and modernise rail connections **across the North and Midlands**

Delivers journey times which are the same as, similar to, or faster than original plans



Provides certainty on the future of a wide range of rail schemes

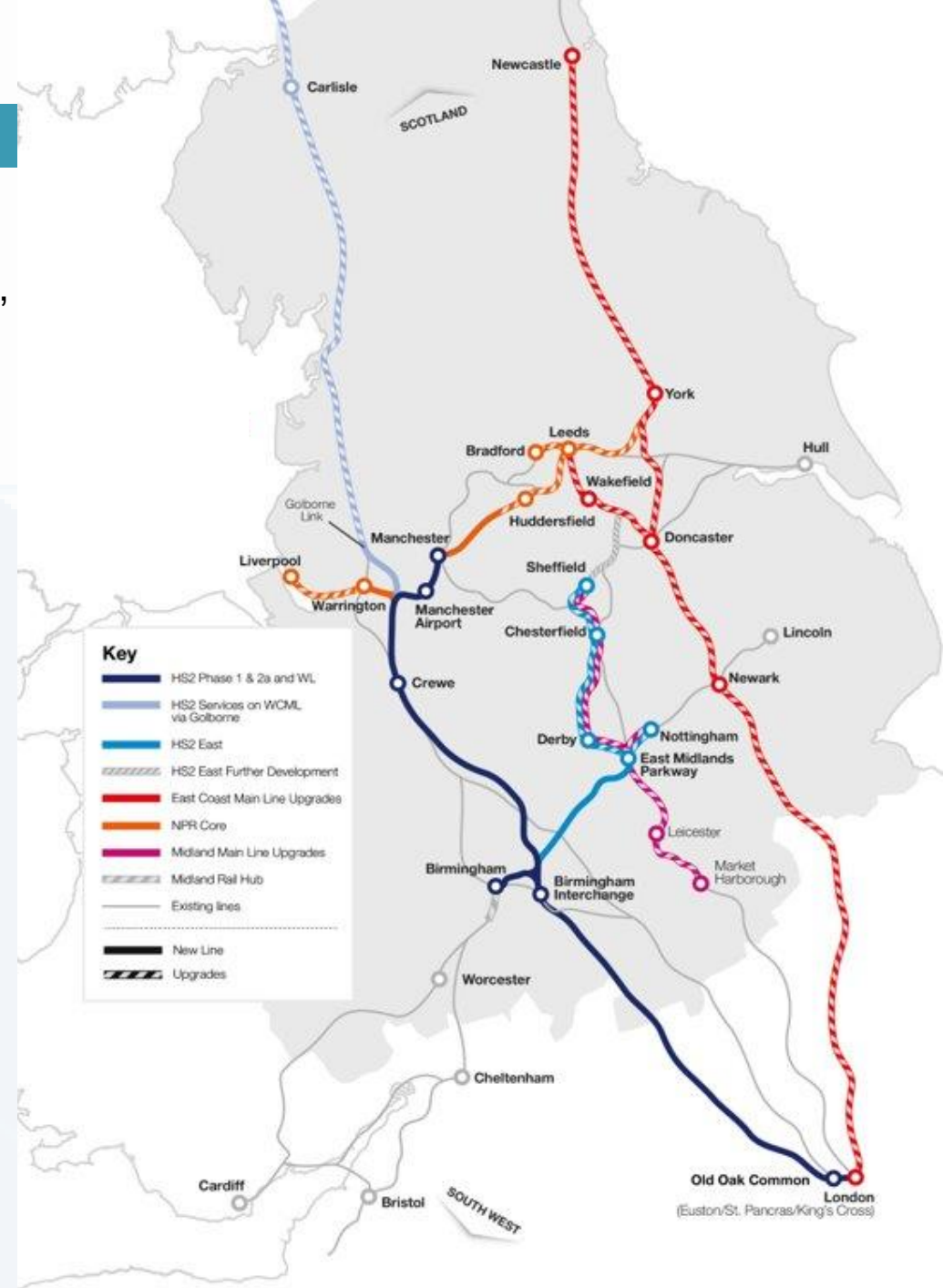


DfT will now manage future **development and delivery of Northern Powerhouse Rail (NPR)**. TfN will continue to play an important role as **joint programme 'sponsor'**.

The Core Network

The IRP delivers:

- ▶ Three new **high-speed lines** which will transform connections to, from and between the East and West Midlands, the North West, Yorkshire, the North East, Scotland and North Wales.
- ▶ Electrification, **modernisation and upgrades** on two existing main lines: the **Midlands Main Line** (from London to Sheffield) and **Transpennine Main Line** (from Liverpool to York).
- ▶ **Upgrades** to the **East Coast Main Line** (from London to Edinburgh), delivering higher line speeds and track improvements.
- ▶ Improvements to **local services**.
- ▶ **Development funding** to confirm the best way of getting trains from the East Midlands to Leeds.



IRP Delivery

Delivery Models:

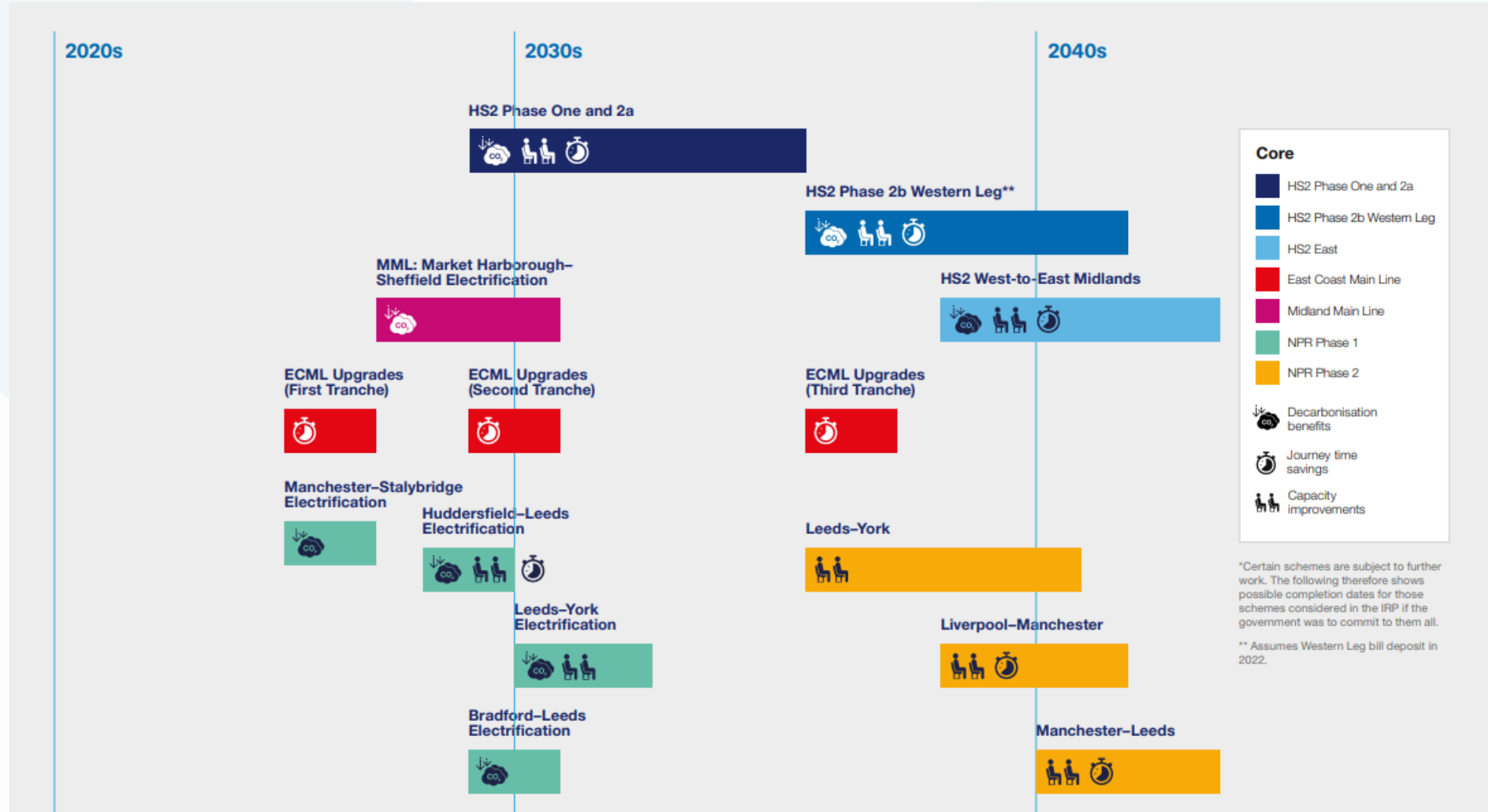
- ▶ In March 2018, the then Government introduced the Rail Networks Enhancement Pipeline (RNEP) to create a rolling programme of investment and allow schemes to proceed through investment gateways as they are ready.
- ▶ The IRP seeks to build on this approach, with individual schemes proceeding subject to future approval at key gateways to ensure ongoing control of costs and value for money.

Supply Chain:

- ▶ The Government aims to provide as much certainty as possible to the supply chain through the IRP, allowing investment in skills and planning for the future.
- ▶ Through the certainty produced by the IRP pipeline, the supply chain and skills capacity across the North and Midlands should develop as an additional benefit to long-term investment.
- ▶ This will create more high-quality jobs in regions and boost the competence of the region's small to medium-sized enterprises.
- ▶ The rail supply chain has an estimated workforce of over 35,000 in the North and Midlands – over a third of the Great Britain total – it will need to recruit additional workers, not least to deliver the projects set out in this plan.
- ▶ By taking an integrated approach to phasing, the Government will aim to smooth the demands on the supply chain to aid the planning of skills and development.

IRP Investment for the Core Pipeline

The below graphic outlines the benefit delivery timescales (estimated range of Delivery into Service) for schemes in the IRP:



Changes to Bill Powers



Scheme changes

The Bill is a **flexible instrument** and many scheme changes will be able to be accommodated within the limits and powers sought.

The Government may offer **commitments** to stakeholders and petitioners to provide comfort that agreed scheme changes will be progressed within Bill powers, or that the powers will not be exercised in a particular way.

An **Additional Provision** (AP) is needed where **additional Bill powers** are required to deliver the scheme change.

If the scheme change can be accommodated within Bill powers, but it creates a **new or different significant environmental effect**, then it is covered in an **Supplementary Environmental Statement** (SES).

SEs are often published alongside the Environmental Statements accompanying APs. SES changes cannot be petitioned against, as they do not seek to amend the Bill.

In Parliament – Session 2017 – 2019

hs2

High Speed Rail (West Midlands - Crewe) Additional Provision Plans and Sections

Secretary of State for Transport Department for Transport Great Minster House 33 Horseferry Road London SW1P 4DR	Winckworth Sherwood LLP Mineva House 5 Montague Close London SE1 9BB (Parliamentary Agents)	Evesheds Sutherland (International) LLP 1 Wood Street London EC2V 7WS (Parliamentary Agents)	High Speed Two (HST) Ltd Two Snowhill Snow Hill Queensway Birmingham B4 6GA
--	---	--	---

March 2018

© (A)

IN PARLIAMENT
HOUSE OF COMMONS
SESSION 2017 – 2019

High Speed Rail (West Midlands - Crewe) Bill

ADDITIONAL PROVISION
(February 2019)

Note: 1. Page and line references are to the Bill as introduced on 17 July 2017 [Bill 6]
2. The amendments marked with an asterisk are presented in substitution for amendments at the same place in the Bill which were deposited on 23 March 2018. The amendments now presented represent amended versions of the previous amendments. The new elements are shown by underlining.

Clause 53

Page 21, line 33, leave out "in July 2017"

*Page 21, line 35, at end insert—

"(1) The plans and sections referred to in subsection (1) are—

(a) those deposited in July 2017 but excluding sheets 1-16 and 1-18 and as altered by

(i) replacement sheets 1-12, 1-25, 1-69, 1-70, 2-05, 2-08, 2-09, 2-44 and 2-50 deposited in March 2018, and

(ii) replacement sheets 1-01, 1-02, 1-05, 1-06, 1-07, 1-09, 1-10, 1-11, 1-13, 1-14, 1-15, 1-17, 1-19, 1-20, 1-21, 1-23, 1-24, 1-26, 1-28, 1-29, 1-30, 1-31, 1-32, 1-33, 1-34, 1-35, 1-36, 1-37, 1-38, 1-39, 1-40, 1-41, 1-42, 1-43, 1-44, 1-45, 1-46, 1-47, 1-48, 1-49, 1-50, 1-51, 1-52, 1-53, 1-54, 1-57, 1-58, 1-59, 1-60, 1-61, 1-62, 1-64, 1-65, 1-66, 2-04, 2-06, 2-17, 2-21, 2-23, 2-28, 2-29, 2-31, 2-32, 2-35, 2-45, 2-46, 2-52, 2-55, 2-66, 2-71 deposited in February 2019;

(b) sheets 1-07A, 1-07B, 1-07C, 1-15A, 1-15B, 1-15C, 1-15D, 1-15E, 1-15F, 1-15G, 1-26A, 1-26B, 1-26C, 1-26D, 1-26E, 1-26F, 1-26G, 1-26H, 1-26I, 1-26J, 1-26K, 1-26L, 1-26M, 1-26N, 1-26O, 1-26P, 1-26Q, 1-26R, 1-26S, 1-26T, 1-26U, 1-26V, 1-26W, 1-26X, 1-26Y, 1-26Z, 1-26AA, 1-26AB, 1-26AC, 1-26AD, 1-26AE, 1-26AF, 1-26AG, 1-26AH, 1-26AI, 1-26AJ, 1-26AK, 1-26AL, 1-26AM, 1-26AN, 1-26AO, 1-26AP, 1-26AQ, 1-26AR, 1-26AS, 1-26AT, 1-26AU, 1-26AV, 1-26AW, 1-26AX, 1-26AY, 1-26AZ, 1-26BA, 1-26BB, 1-26BC, 1-26BD, 1-26BE, 1-26BF, 1-26BG, 1-26BH, 1-26BI, 1-26BJ, 1-26BK, 1-26BL, 1-26BM, 1-26BN, 1-26BO, 1-26BP, 1-26BQ, 1-26BR, 1-26BS, 1-26BT, 1-26BU, 1-26BV, 1-26BW, 1-26BX, 1-26BY, 1-26BZ, 1-26CA, 1-26CB, 1-26CC, 1-26CD, 1-26CE, 1-26CF, 1-26CG, 1-26CH, 1-26CI, 1-26CJ, 1-26CK, 1-26CL, 1-26CM, 1-26CN, 1-26CO, 1-26CP, 1-26CQ, 1-26CR, 1-26CS, 1-26CT, 1-26CU, 1-26CV, 1-26CW, 1-26CX, 1-26CY, 1-26CZ, 1-26DA, 1-26DB, 1-26DC, 1-26DD, 1-26DE, 1-26DF, 1-26DG, 1-26DH, 1-26DI, 1-26DJ, 1-26DK, 1-26DL, 1-26DM, 1-26DN, 1-26DO, 1-26DP, 1-26DQ, 1-26DR, 1-26DS, 1-26DT, 1-26DU, 1-26DV, 1-26DW, 1-26DX, 1-26DY, 1-26DZ, 1-26EA, 1-26EB, 1-26EC, 1-26ED, 1-26EE, 1-26EF, 1-26EG, 1-26EH, 1-26EI, 1-26EJ, 1-26EK, 1-26EL, 1-26EM, 1-26EN, 1-26EO, 1-26EP, 1-26EQ, 1-26ER, 1-26ES, 1-26ET, 1-26EU, 1-26EV, 1-26EW, 1-26EX, 1-26EY, 1-26EZ, 1-26FA, 1-26FB, 1-26FC, 1-26FD, 1-26FE, 1-26FF, 1-26FG, 1-26FH, 1-26FI, 1-26FJ, 1-26FK, 1-26FL, 1-26FM, 1-26FN, 1-26FO, 1-26FP, 1-26FQ, 1-26FR, 1-26FS, 1-26FT, 1-26FU, 1-26FV, 1-26FW, 1-26FX, 1-26FY, 1-26FZ, 1-26GA, 1-26GB, 1-26GC, 1-26GD, 1-26GE, 1-26GF, 1-26GG, 1-26GH, 1-26GI, 1-26GJ, 1-26GK, 1-26GL, 1-26GM, 1-26GN, 1-26GO, 1-26GP, 1-26GQ, 1-26GR, 1-26GS, 1-26GT, 1-26GU, 1-26GV, 1-26GW, 1-26GX, 1-26GY, 1-26GZ, 1-26HA, 1-26HB, 1-26HC, 1-26HD, 1-26HE, 1-26HF, 1-26HG, 1-26HH, 1-26HI, 1-26HJ, 1-26HK, 1-26HL, 1-26HM, 1-26HN, 1-26HO, 1-26HP, 1-26HQ, 1-26HR, 1-26HS, 1-26HT, 1-26HU, 1-26HV, 1-26HW, 1-26HX, 1-26HY, 1-26HZ, 1-26IA, 1-26IB, 1-26IC, 1-26ID, 1-26IE, 1-26IF, 1-26IG, 1-26IH, 1-26II, 1-26IJ, 1-26IK, 1-26IL, 1-26IM, 1-26IN, 1-26IO, 1-26IP, 1-26IQ, 1-26IR, 1-26IS, 1-26IT, 1-26IU, 1-26IV, 1-26IW, 1-26IX, 1-26IY, 1-26IZ, 1-26JA, 1-26JB, 1-26JC, 1-26JD, 1-26JE, 1-26JF, 1-26JG, 1-26JH, 1-26JI, 1-26JJ, 1-26JK, 1-26JL, 1-26JM, 1-26JN, 1-26JO, 1-26JP, 1-26JQ, 1-26JR, 1-26JS, 1-26JT, 1-26JU, 1-26JV, 1-26JW, 1-26JX, 1-26JY, 1-26JZ, 1-26KA, 1-26KB, 1-26KC, 1-26KD, 1-26KE, 1-26KF, 1-26KG, 1-26KH, 1-26KI, 1-26KJ, 1-26KK, 1-26KL, 1-26KM, 1-26KN, 1-26KO, 1-26KP, 1-26KQ, 1-26KR, 1-26KS, 1-26KT, 1-26KU, 1-26KV, 1-26KW, 1-26KX, 1-26KY, 1-26KZ, 1-26LA, 1-26LB, 1-26LC, 1-26LD, 1-26LE, 1-26LF, 1-26LG, 1-26LH, 1-26LI, 1-26LJ, 1-26LK, 1-26LL, 1-26LM, 1-26LN, 1-26LO, 1-26LP, 1-26LQ, 1-26LR, 1-26LS, 1-26LT, 1-26LU, 1-26LV, 1-26LW, 1-26LX, 1-26LY, 1-26LZ, 1-26MA, 1-26MB, 1-26MC, 1-26MD, 1-26ME, 1-26MF, 1-26MG, 1-26MH, 1-26MI, 1-26MJ, 1-26MK, 1-26ML, 1-26MN, 1-26MO, 1-26MP, 1-26MQ, 1-26MR, 1-26MS, 1-26MT, 1-26MU, 1-26MV, 1-26MW, 1-26MX, 1-26MY, 1-26MZ, 1-26NA, 1-26NB, 1-26NC, 1-26ND, 1-26NE, 1-26NF, 1-26NG, 1-26NH, 1-26NI, 1-26NJ, 1-26NK, 1-26NL, 1-26NM, 1-26NO, 1-26NP, 1-26NQ, 1-26NR, 1-26NS, 1-26NT, 1-26NU, 1-26NV, 1-26NW, 1-26NX, 1-26NY, 1-26NZ, 1-26OA, 1-26OB, 1-26OC, 1-26OD, 1-26OE, 1-26OF, 1-26OG, 1-26OH, 1-26OI, 1-26OJ, 1-26OK, 1-26OL, 1-26OM, 1-26ON, 1-26OO, 1-26OP, 1-26OQ, 1-26OR, 1-26OS, 1-26OT, 1-26OU, 1-26OV, 1-26OW, 1-26OX, 1-26OY, 1-26OZ, 1-26PA, 1-26PB, 1-26PC, 1-26PD, 1-26PE, 1-26PF, 1-26PG, 1-26PH, 1-26PI, 1-26PJ, 1-26PK, 1-26PL, 1-26PM, 1-26PN, 1-26PO, 1-26PP, 1-26PQ, 1-26PR, 1-26PS, 1-26PT, 1-26PU, 1-26PV, 1-26PW, 1-26PX, 1-26PY, 1-26PZ, 1-26QA, 1-26QB, 1-26QC, 1-26QD, 1-26QE, 1-26QF, 1-26QG, 1-26QH, 1-26QI, 1-26QJ, 1-26QK, 1-26QL, 1-26QM, 1-26QN, 1-26QO, 1-26QP, 1-26QQ, 1-26QR, 1-26QS, 1-26QT, 1-26QU, 1-26QV, 1-26QW, 1-26QX, 1-26QY, 1-26QZ, 1-26RA, 1-26RB, 1-26RC, 1-26RD, 1-26RE, 1-26RF, 1-26RG, 1-26RH, 1-26RI, 1-26RJ, 1-26RK, 1-26RL, 1-26RM, 1-26RN, 1-26RO, 1-26RP, 1-26RQ, 1-26RR, 1-26RS, 1-26RT, 1-26RU, 1-26RV, 1-26RW, 1-26RX, 1-26RY, 1-26RZ, 1-26SA, 1-26SB, 1-26SC, 1-26SD, 1-26SE, 1-26SF, 1-26SG, 1-26SH, 1-26SI, 1-26SJ, 1-26SK, 1-26SL, 1-26SM, 1-26SN, 1-26SO, 1-26SP, 1-26SQ, 1-26SR, 1-26SS, 1-26ST, 1-26SU, 1-26SV, 1-26SW, 1-26SX, 1-26SY, 1-26SZ, 1-26TA, 1-26TB, 1-26TC, 1-26TD, 1-26TE, 1-26TF, 1-26TG, 1-26TH, 1-26TI, 1-26TJ, 1-26TK, 1-26TL, 1-26TM, 1-26TN, 1-26TO, 1-26TP, 1-26TQ, 1-26TR, 1-26TS, 1-26TT, 1-26TU, 1-26TV, 1-26TW, 1-26TX, 1-26TY, 1-26TZ, 1-26UA, 1-26UB, 1-26UC, 1-26UD, 1-26UE, 1-26UF, 1-26UG, 1-26UH, 1-26UI, 1-26UJ, 1-26UK, 1-26UL, 1-26UM, 1-26UN, 1-26UO, 1-26UP, 1-26UQ, 1-26UR, 1-26US, 1-26UT, 1-26UU, 1-26UV, 1-26UW, 1-26UX, 1-26UY, 1-26UZ, 1-26VA, 1-26VB, 1-26VC, 1-26VD, 1-26VE, 1-26VF, 1-26VG, 1-26VH, 1-26VI, 1-26VJ, 1-26VK, 1-26VL, 1-26VM, 1-26VN, 1-26VO, 1-26VP, 1-26VQ, 1-26VR, 1-26VS, 1-26VT, 1-26VU, 1-26VV, 1-26VW, 1-26VX, 1-26VY, 1-26VZ, 1-26WA, 1-26WB, 1-26WC, 1-26WD, 1-26WE, 1-26WF, 1-26WG, 1-26WH, 1-26WI, 1-26WJ, 1-26WK, 1-26WL, 1-26WM, 1-26WN, 1-26WO, 1-26WP, 1-26WQ, 1-26WR, 1-26WS, 1-26WT, 1-26WU, 1-26WV, 1-26WW, 1-26WX, 1-26WY, 1-26WZ, 1-26XA, 1-26XB, 1-26XC, 1-26XD, 1-26XE, 1-26XF, 1-26XG, 1-26XH, 1-26XI, 1-26XJ, 1-26XK, 1-26XL, 1-26XM, 1-26XN, 1-26XO, 1-26XP, 1-26XQ, 1-26XR, 1-26XS, 1-26XT, 1-26XU, 1-26XV, 1-26XW, 1-26XZ, 1-26YA, 1-26YB, 1-26YC, 1-26YD, 1-26YE, 1-26YF, 1-26YG, 1-26YH, 1-26YI, 1-26YJ, 1-26YK, 1-26YL, 1-26YM, 1-26YN, 1-26YO, 1-26YP, 1-26YQ, 1-26YR, 1-26YS, 1-26YT, 1-26YU, 1-26YV, 1-26YW, 1-26YZ, 1-26ZA, 1-26ZB, 1-26ZC, 1-26ZD, 1-26ZE, 1-26ZF, 1-26ZG, 1-26ZH, 1-26ZI, 1-26ZJ, 1-26ZK, 1-26ZL, 1-26ZM, 1-26ZN, 1-26ZO, 1-26ZP, 1-26ZQ, 1-26ZR, 1-26ZS, 1-26ZT, 1-26ZU, 1-26ZV, 1-26ZW, 1-26ZX, 1-26ZY, 1-26ZZ

Schedule 17

Page 179, line 11, leave out sub-paragraph (4)

Page 179, line 36, after "arrangements" insert "to be approved"

Page 186, line 29, at end insert—

"Termination of approval relating to road transportation arrangements

21A (1) An approval under paragraph 6 of arrangements relating to transportation to an authorised site ceases to have effect at the end of the relevant period if the authorised undertaker gives a termination notice to the planning authority which approved the arrangements.

(2) In sub-paragraph (1) —

1

There are few scheme changes that **cannot** be incorporated by means of an AP, but the **principle of the Bill and scheme will have been established at Second Reading** in the House of Commons and changes which go against that principle cannot be promoted. In practice this rules out significant route alignment changes and wholly alternative schemes, but the arguments for other scheme changes are heard at the discretion of the Select Committee.

Break
(15 Minutes)



HS2

Deposit communications and engagement

Bill deposit

The government has committed to depositing the HS2 Crewe – Manchester hybrid Bill in early 2022

Upon deposit:

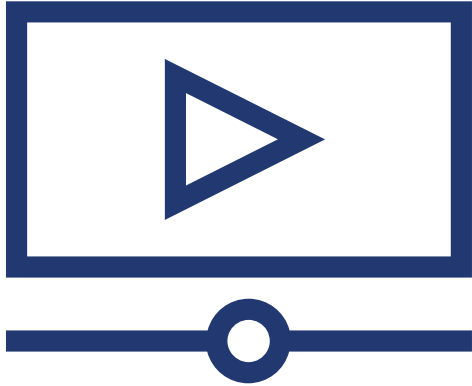
- Bill documentation will be made available to the public.
- A consultation will be triggered on the Environmental Statement & Equalities Impact Assessment (EqIA)

HS2 will work closely with DfT to notify our stakeholders including:

- MPs & MSPs
- Council Leaders, Chief Executives
- Statutory & Local Authorities
- Directly effected individuals and organisations
- Communities along the proposed route



Post-Bill deposit activities



- Webinars
- Videos



- Website
- Interactive maps



- Remote meetings



Planning authority feedback and matters

- Feedback from pre-meet with Chair



Arrangements for next meeting:

- 9th March 2022



AOB/Questions?



HS2

Phase 2 Route Wide Ground Investigation

Route wide GI

GI Contract
Award late 2022

Proposed GI
Compound
secured early
summer 2022

Compound site
selection –
ongoing

Discussions with
Local Authorities
– imminent



Route Wide GI Compound

- 3 – 4 acre site
- Use required up to 5 years
- Existing site preferred
- Advice sought from Local Authorities – Who is the best person to contact?



END

