

HIGH SPEED TWO: ENGINE FOR GROWTH

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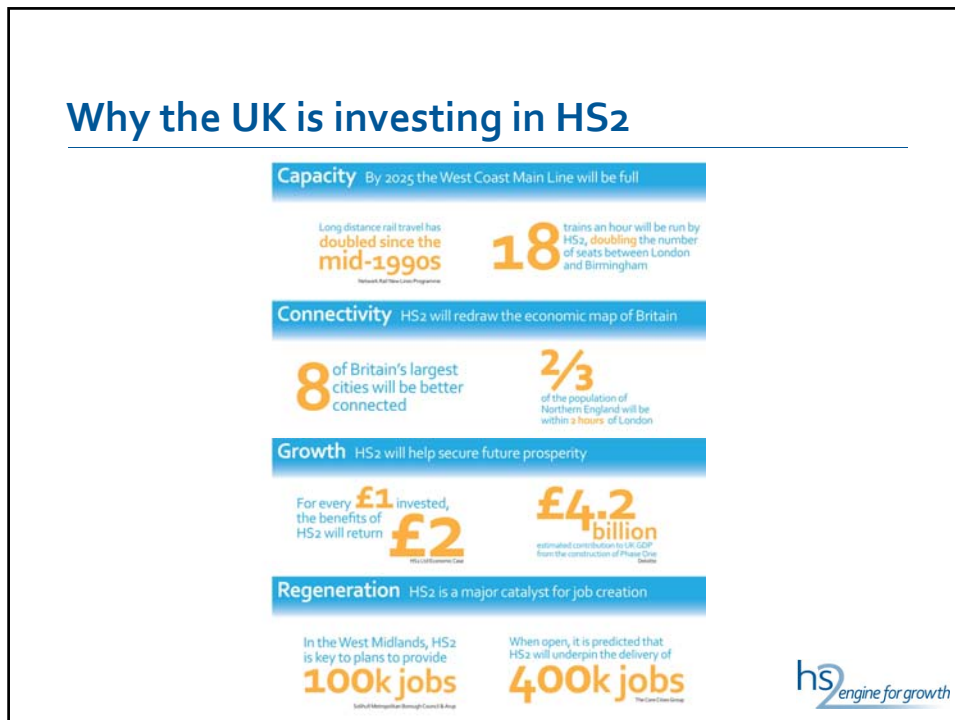
HS2 Ltd

The vision for HS2: the catalyst for high speed Britain

- A 21st century high speed rail backbone, integrated with existing network
- Direct, high capacity, rail links between our major cities: HS2 will link 8 out of Britain's 10 largest cities, serving one in five of the UK population.
- Foundation for future growth and prosperity
- Investment in infrastructure that will deliver a lasting dividend
- The core cities predict that HS2 will underpin the delivery of 400,000 jobs

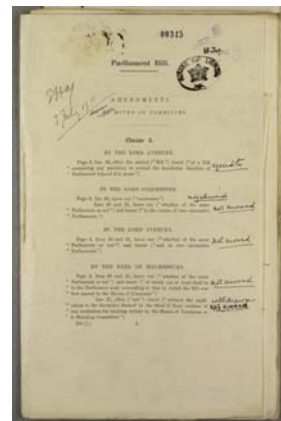


Why the UK is investing in HS2



Parliamentary approval for HS2

- In order for HS2 to proceed, Parliament will need to give its approval to the project by way of a 'hybrid Bill'.
- Unlike the hybrid Bill process, a Parliamentary Select Committee acts quasi-judicially as a planning enquiry hearing petitioners against the scheme
- When passed, the hybrid Bill will receive Royal Assent and become an Act of Parliament.



The Hybrid Bill leads to an Act of Parliament

The Act gives powers to:

- Build and operate the railway
- Acquire land without the owners consent
- Lease land without the owners consent
- Stop up roads and waterways (permanently or temporarily)
- Modify Statutory Undertaker's equipment
- Carry out works to listed buildings
- Carry out protective works to 3rd party infrastructure
- Grants outline planning consent for the works



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Other Hybrid Bills

- Channel Tunnel
- CTRL – 2 years
- Crossrail – 3.5 years, second time round!
- HS2 Phase 1: 15 months?
- HS2 Phase 2: next Parliament
- NB Manchester Ship Canal!



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Consulting, engaging and communicating with stakeholders

We must consult, engage and communicate robustly and effectively with our stakeholders:

- Central Government [inc. Dept. for Transport, HM Treasury]
- Cabinet Office, Members of Parliament
- Industry Partners and Major Asset Owners (Network Rail, TFL, Centro)
- Local Authorities (County, Borough, District, Parish councils)
- Affected Parties (landowners, tenants, lessees, occupiers)
- Local Impacted Communities (resident groups, local environment/heritage groups, educational facilities)
- Statutory Bodies – Environmental, Transport, Waste (English Heritage, Natural England, ORR)
- NGOs – CPRE, National Trust
- Business – National and Local (e.g. Chambers of Commerce, LEPS)
- Action Groups
- Unions



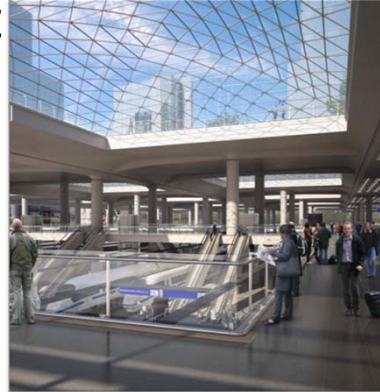
Communications & Community Engagement

- Engagement is critical
- We must work with people to take on board the range of differing views that exist
- The Hybrid Bill's success and the scheme that emerges at Assent will depend on the engagement we have had throughout the process



Reaching consensus

- Planning consent versus
- Hybrid bill versus
- TWA
- Judicial Reviews



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Minimising effects and creating opportunities

- 24 Community forums established along Phase One route and more are planned for Phase Two
- Property compensation, Environmental Statement and other consultation supported with information events
- Planning forums and bi-lateral discussions with planning authorities, integrating with local regeneration plans
- National Environment Forum
- NGO forum
- Stakeholder Forums



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Risk and opportunities

- Challenging timetable
- Cost control
- Funding and financing
- Skills and resources
- Addressing community concerns
- Making the case
- Realising the benefits



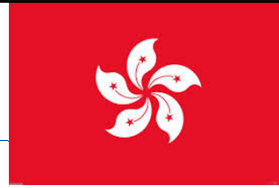
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Hong Kong Airport



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Hong Kong



- (Partly) indirectly elected legislature
- EIA ordinance
- Government control of land policy and planning
- Leasehold versus freehold
- Commitment to growth
- Local activism + District Boards
- China
- 2nd and 3rd runways



Crossrail

- Crossrail Act
- Freedom of Information
- CPOs
- Consultation
- EMR/COCPs
- Complaints Commissioner



Timeline – the story so far

Date	Milestone
2009	<ul style="list-style-type: none"> • HS2 Ltd established
2010	<ul style="list-style-type: none"> • Phase One command paper and HS2 report
2011	<ul style="list-style-type: none"> • Consultation on high speed rail and Phase One route
2012	<ul style="list-style-type: none"> • Government decision to proceed with high speed rail and decision on preferred route for Phase One • Property compensation consultation • Phase Two station and route options submitted to Sec of State
Jan 2013	<ul style="list-style-type: none"> • Publication of the Government's initial route, stations and depot preferences for Phase Two • Launch of the consultation on Exceptional Hardship Scheme for Phase Two
Spring 2013	<ul style="list-style-type: none"> • Informal Engagement activities including preparation for public consultation for Phase Two • Paving Bill and Consultation on draft Environmental Statement including design refinements for Phase One
Summer 2013	<ul style="list-style-type: none"> • Consultation on preferred route, stations and depots for Phase Two launches • Safeguarding for Phase One • Reconsultation on Phase One Property



Timeline

Date	Milestone
Summer 2013	<ul style="list-style-type: none"> • Consultation on preferred route, stations and depots for Phase Two launches • Safeguarding for Phase One
Nov 2013	<ul style="list-style-type: none"> • Hybrid Bill for Phase One submitted to Parliament
End of 2014	<ul style="list-style-type: none"> • Government's announcement of final decision on the chosen route, station and depots for Phase Two • Hybrid Bill process for Phase One continues
2015	<ul style="list-style-type: none"> • Commence engineering design, environmental impact assessment and preparation of Hybrid Bill for Phase Two • Target date for Royal Assent to Hybrid Bill for Phase One, containing legal powers to construct Phase One
Next Parliament	<ul style="list-style-type: none"> • Deposit Hybrid Bill for Phase Two
2016/2017	<ul style="list-style-type: none"> • Construction on Phase One commences
2026	<ul style="list-style-type: none"> • Phase One opens to passengers
2033	<ul style="list-style-type: none"> • Phase Two opens to passengers



