

CABINET – 16 OCTOBER 2018**HS2 PHASE 2B UPDATE****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to:
 - Advise Cabinet about the current position on the proposed 30km long High Speed Rail (HS2) route through Leicestershire,
 - Advise Cabinet of the resource implications of involvement with the development and future delivery of HS2,
 - Seek approval on the approach to mitigation measures against HS2 impacts,
 - Seek approval to allocate additional resources to deal with the development of HS2 in Leicestershire,
 - Seek delegated powers for the Director of Environment and Transport to respond to HS2 Ltd's requests and consultations as necessary.

Recommendations

2. It is recommended that:-
 - (a) The County Council continue to work collaboratively with East Midlands Councils regarding HS2 and issues of common interest, as set out in paragraphs 27 to 34 of this report.
 - (b) The discussion and feedback received from Warwickshire and Buckinghamshire County Council's regarding their experiences of managing Phase 1 of HS2 as detailed in this report and Appendix B attached, be noted.
 - (c) A full proactive approach to engage with HS2 Ltd as detailed in Option 3 set out in paragraphs 45 to 47 of this report be adopted;
 - (d) The resources required to support (c) above, as detailed in paragraphs 48 to 55 of this report, be approved;
 - (e) The Director of Environment and Transport, following consultation with the Lead Member for Environment and Transport, be authorised to respond on behalf of the Council to HS2 requests and consultations.

Reason for Recommendation

3. In order to ensure that the County Council has the necessary resources and decision making processes in place to seek to achieve maximum benefits for Leicestershire from HS2 Phase 2b and to minimise impacts of the rail line during construction and longer term operation.

Timetable for Decisions (including Scrutiny)

4. The Environment and Transport Overview and Scrutiny Committee (ETOSC) will consider a report at its meeting of 11 October 2018. Its comments will be reported to the Cabinet.
5. The Government's current HS2 timetable for Phase 2b is set out below:

| Proposed Date | Activity |
|--|--|
| Autumn 2018 | Draft Environmental Statement |
| Spring/Summer 2019 | Final Environmental Statement |
| Late Summer/early Autumn 2020 <i>1 year delay over original timetable</i> | HS2 Ltd submission of Hybrid Bill to Parliament |
| 2023 | Royal Assent |
| 2023 | Start of site clearance work and construction of the new railway |
| 2031 | Substantial completion of main civil engineering works |
| 2033 | first passenger trains are expected to run |

6. Further reports on progress and key issues will be submitted to the Cabinet as necessary.

Policy Framework and Previous Decisions

7. On 20 February 2013, the County Council resolved to express its concerns about the direct impact of the initial preferred line of the HS2 route on the proposed Strategic Rail Freight Interchange (SRFI) adjacent to East Midlands Airport. These concerns were subsequently overcome by a proposed redesign and extension of a tunnel shown underneath the airport.
8. In January 2014, following consideration by the ETOSC at its meeting in November 2013, the Cabinet agreed the County Council's formal response to the Government's HS2 Phase 2 route consultation, including its preferred location for a station in Derby and its principle position on a significant number of detailed comments.
9. In March 2016, the Cabinet considered the outcome of joint work undertaken by the County Council, Leicester City Council and the Leicester and Leicestershire Enterprise Partnership (LLEP) to develop a draft 'The Leicester and Leicestershire Rail Strategy' (LLRS) (including HS2), and approved an engagement exercise on the draft Strategy. At the same time, it resolved to revise the County Council's position on HS2 through the County to one of support in principle, subject to certain caveats.

10. The Phase 2b Preferred Route Announcement was made on 15 November 2016 and this was considered by the ETOSC in January and subsequently by the Cabinet in February 2017. The County Council's response remained one of support in principle for the routing of HS2 through the County, subject to certain caveats.
11. The route was subsequently revised by the Secretary of State for Transport (SoSfT) in July 2017. On 10 October 2017 the Cabinet approved the final LLRS and confirmed its support, in principle, for the revised preferred route of HS2 (again, subject to caveats). It also authorised the Director of Environment and Transport to explore opportunities to secure the objectives and benefits of the LLRS with regards to HS2 and agreed to review the position following the introduction of the HS2 Phase 2b Hybrid Bill (at that time forecast to be introduced to Parliament in 2019).

Resource Implications

12. Based on discussions with counterparts Warwickshire County Council (WCC) and Buckinghamshire County Council (BCC) regarding their experience of managing Phase 1 of HS2, it is estimated that to take a proactive approach (i.e. 'Option 3' detailed in Part B below) in seeking to maximise the benefits of HS2 for Leicestershire residents and businesses and minimise the dis-benefits during the construction phase and in the long term, resources of an estimated £400,000 a year would be required.
13. This would enable the appointment of a dedicated team (3 FTE) to work on HS2 related matters, and support the commissioning of specific pieces of work to provide evidence and involvement in the Parliamentary process, including the hiring of a Parliamentary Agent.
14. Such resources would not include those required to agree design standards and technical specifications for revised highway alignments as requested by HS2 Ltd, which it is anticipated will be recovered through the County Council's normal fee recovery process when approving third-party promoted highway works.
15. It should be noted that such resources would be required to continue post Royal Assent to around the start of construction i.e. 2023/24. It is likely that a different resource requirement will be required through the anticipated 7 to 8 year construction period and it is reasonable to expect the Council's input to the project to continue at some level into the mid-2030s.
16. More detail on the financial implications of HS2 and the resources required to support the proposed approach is set out in Part B below.
17. Additionally it should be noted that a number of County Council owned properties are likely to be impacted by the latest route change.
18. The Director of Corporate Resources has been consulted on the contents of this report.

Legal Implications

19. HS2 Ltd is now focussed on the development of HS2 Phase 2b, targeting the key milestone of submitting a Hybrid Bill to Parliament in 2020, seeking Royal Assent in 2023, and commencing construction in around 2023/24 before opening in 2033.

20. Resulting from conversations with both WCC and BCC, Leicestershire County Council is seeking advice and guidance from a firm of specialist solicitors / parliamentary agents who have represented and advised other local authorities through the HS2 Phase 1 Hybrid Bill process. In addition to establishing the likely resource input required, this advice and guidance will advise the County Council of the detailed legal process that must be followed if, for example, the County Council wishes to make representations at a future Parliamentary Select Committee.
21. The Director of Law and Governance has been consulted on the content of this report.

Circulation under the Local Issues Alert Procedure

22. A copy of this report will be circulated to all members.

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PART B

Background

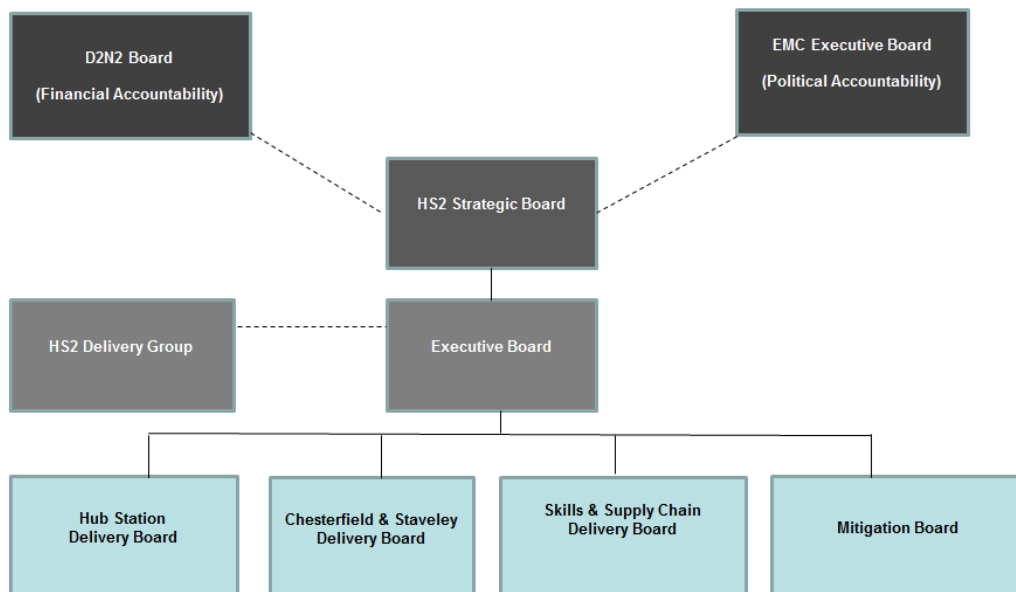
23. Following the SoSfT confirmation of the route of Phase 2b, HS2 Ltd has been working to develop more detailed proposals. This work includes:
- More detailed design of the route's horizontal and vertical alignment, including establishment of embankment and cutting extents.
 - More detailed design of consequential and significant changes to roads, rights of way etc.
 - Design of structures such as highway bridges, culverts, retaining walls and so on.
 - Identification of locations of new, permanent railway infrastructure, including transformers for power supply.
 - Identification of locations of temporary infrastructure, including construction compounds, workers (and potentially their families) accommodation and haul routes.
 - Assessments of the constructional and operational impacts, including on highways, the environment and heritage, and potential mitigation measures.
24. The outcomes of this work will ultimately be captured in an Environmental Statement and the Hybrid Bill. In respect of these documents, and reflecting on Phase 1 and WCC and BCC experiences, it is important to note that:-
- The level of detail is likely to be relatively less than might be expected, say, for a project going through the Nationally Significant Infrastructure Project process (e.g. such as the East Midlands Gateway Strategic Rail Freight Interchange);
 - If Royal Assent is granted for Phase 2b, this will 'only' give HS2 Ltd the powers to build the works in general accordance with the plans; etc. included in the Act;
 - It is only following Royal Assent - when designs have been finalised and contractors have been appointed - that the exact details of what is to be constructed will become clear. Perhaps most crucially it is only at this stage that the construction method will also become clear. It is worth noting, however, that WCC still do not have final confirmations of these details in respect of Phase 1 - even though this phase was granted Royal Assent in February 2017, and preliminary works have already started on site.
25. On this basis, it is very difficult at this stage to be able to specify with any detail what types of safeguards and mitigation the County Council might expect in relation to the construction of HS2 Phase 2 and its future operation given that the sort of detail that would normally be required to inform such decisions will not be fully available until post Royal Assent, once HS2 Ltd (or their contractors) commences detailed design and construction planning, or possibly later given the experience of WCC.
26. Notwithstanding this, another key point of learning from Phase 1 is that if a matter is not dealt with in either the Environmental Statement and/or the Act, which will emerge from the Hybrid Bill process, then it will be virtually impossible to address post Royal Assent. This could be in terms of seeking to secure a particular mitigation measure or seeking to avoid particular adverse impacts during construction; some examples are given in the Proposals / Options section later in this report.

27. It is important also to stress that HS2 Phase 2b does not just have transport implications. The arrival of a huge construction workforce in the County for a period of between 7 to 8 years is likely to have educational, public health and wider social implications. The construction of HS2 will lead to the generation of the equivalent of a number of new, large scale itinerant worker sites along the route, including in Leicestershire.

Dealing with the development and delivery of HS2 Phase 2b

Regional issues: HS2 governance for East Midlands

28. Since 2014, East Midlands Councils (EMC) and Local Authorities have worked together to secure the maximum benefit from HS2 by prioritising mitigation across the East Midlands area. The 'East Midlands HS2 Strategic Board' (the 'Strategic Board') has been the mechanism used to do this.
29. The 'HS2 Phase 2b Hybrid Bill' will be submitted to Government in 2020. The East Midlands HS2 governance structure was revised in May 2018, to ensure this better supported the work required to be undertaken as part of this rapidly approaching parliamentary process and the delivery phase of the project. The governance structure is shown below and can be summarised as follows:
- HS2 Strategic Board – its purpose is to oversee all HS2 matters in the East Midlands, including delivery of the East Midlands HS2 Growth Strategy.
 - Executive Board – its purpose is to direct and co-ordinate delivery of the Growth Strategy at an operational level and act as an intermediary between the Strategic Board and a number of sub-boards.
 - Four sub-boards:-
 - Hub Station Delivery Board - its purpose is to establish and implement a comprehensive planning and delivery framework for the Hub Station and surrounding Growth Zone and maximize growth potential of Innovation Campus.
 - Chesterfield and Staveley Delivery Board - its purpose is to develop a strategy for economic growth in central and northern Derbyshire and Nottinghamshire and co-ordinate land-use planning and development around the station to maximize economic growth.
 - Skills & Supply Chain Delivery Board - its purpose is to ensure maximum benefit from HS2 investment and deliver the key Growth Strategy objectives.
 - Mitigation Board - which coordinates responses on HS2 mitigation and promotes appropriate mitigation measures at general and local levels.



30. It should be noted that the EMC ‘Strategic Board’ may require a resource contribution to their studies. Agreement for this will be sought, as appropriate, as and when requested.
31. HS2 Priorities for the East Midlands are already being established by the EMCs. Those that are of common interest to the County Council include, for example:-
- Seeking to secure the provision of classic rail connectivity at Toton in order to deliver of the economic benefits identified in the LLRS.
 - Assessing the implications of the proposed Toton Hub Station and associated economic growth on the wider Strategic Road Network, including in northern Leicestershire, and to identify and secure appropriate mitigation as necessary.
 - Ensuring that there is appropriate accessibility to Toton for Leicestershire residents, including for those without use of private means of travel.
32. Whilst recognising the importance of these common aims, it is nevertheless important to ensure such regional priorities do not take priority over achieving the necessary mitigation requirements in Leicestershire.
33. It is therefore proposed that the County Council continues to work collaboratively with EMC as appropriate to pursue areas of strategic common interest, such as classic connectivity, mitigation of Toton impacts on the wider strategic road network in Leicestershire, and connectivity to places in Leicestershire.
34. In addition to working with EMC, the County Council will work with local stakeholders (including North West Leicestershire District Council, Parish Councils, affected local businesses / residents and neighbouring authorities) to prioritise and promote specific localised mitigation (as outlined in paragraph 35), to maximise benefits for residents and businesses of Leicestershire.
35. Careful consideration will be given to ensure that there is no duplication between the ‘HS2 Mitigation Board’ and the work being carried out on mitigation by the Council.

Leicestershire issues

36. Notwithstanding the absence of mitigation detail at this stage (anticipated to be contained to some extent within the draft Environmental Statement), broadly speaking, there are four key principles that have been identified for mitigation. These are:-
- i. To seek to limit / address the constructional impacts of HS2 Phase 2b on Leicestershire residents and businesses, not just in transport terms, but also in respect of potential impacts on services across the County Council, e.g. education and public health. Transport examples could include securing safeguards to better manage road closure applications by HS2 contractors, or to secure an alternative safe walking route to school for children whilst works are being undertaken;
 - ii. To seek to minimise the visual, noise, etc. impacts of the project including design quality, e.g. viaducts at Measham and north of Kegworth;
 - iii. To maximise the overall level of mitigation for the County which could include temporary highway works to mitigate the impacts of construction through to permanent measures to offset operational issues;
 - iv. To seek to safeguard the delivery of specific projects, for example the future restoration of the Ashby Canal, and to fully understand potential HS2 implications for improvement projects planned for both the strategic and local road networks.
37. The extent to which the County Council is able to deliver on these key principles is dependent on how it chooses to engage in the HS2 project going forward. Options for this are detailed below.

Proposals / Options

38. It will not be possible for the County Council to simply 'ignore' the HS2 project, and therefore an option of no engagement is not tenable in practice. A number of County Council owned properties are likely to be impacted by the HS2. Once construction begins on site, the County Council will have statutory duties and responsibilities to fulfil, such as dealing with road closures and approving Ordinary Watercourse Consents. Additionally, it can be anticipated that residents and businesses will approach the Council where construction of HS2 is causing problems, and expect it to deal with these matters accordingly. Without appropriate input at an early stage, the issues are likely to become more complex and onerous.
39. Accepting this premise, there are three different approaches that the Council could take in engaging with HS2 Ltd, which are set out below.

Option 1: No change to current approach

40. Officers would continue to attend meetings with HS2 Ltd, receive updates about the project and ask questions, but, no work would be carried out to assess the environmental impacts contained in the Environmental Statement and the Hybrid Bill when published, and there would be no involvement in the Parliamentary Select Committee process. The positives and negatives of this option are outlined in the table below:-

| Positives | Negatives |
|---|---|
| No immediate additional resource implications | Would not fulfil a 'Leadership' role for Leicestershire |
| Maintains a minimum level of involvement in the project | Severely limits the County Council's ability to ensure a basic level of <i>safeguards</i> for Leicestershire residents in terms of project construction |
| | No ability to secure <i>mitigation</i> to offset construction and operational impacts |
| | Risks to the delivery of wider strategic initiatives |
| | The County Council may not be seen to be doing what it should to fulfil previous Cabinet resolutions (reputation) |
| | Potential resource implications of dealing with complaints during the 7 to 8 year construction window |

41. In the short term, this option might limit the level of resources required, but could have long term implications e.g. when impacts (particularly constructional) become clearer and the County Council needs to respond reactively, including to concerns raised by Members and communities. Because of the reactive nature of this approach, the resource implications of Option 1 are not possible to assess.
42. It is suggested that this approach would provide inadequate safeguards for the interests of the County Council and communities and should not be adopted.

Option 2: Basic engagement

43. Engage sufficiently in the planning and legal process to ensure that Phase 2b is built and will operate with the minimum level of disruption, primarily by reacting to HS2 Ltd's interactions with the Council. In practice, this would largely mean focusing on highways impacts and accepting (at face value and without challenge) any mitigation proposals put forward by HS2 Ltd. The positives and negatives of this option are outlined in the table below:-

| Positives | Negatives |
|---|---|
| More limited resource implications than Option 3 | Would not properly fulfil a 'Leadership' role for Leicestershire |
| Maintains sufficient involvement to ensure safeguards in respect of construction | Could involve the need to attend Parliamentary Select Committee hearings |
| Likely to help to minimise level of complaints during the 7 to 8 year construction window | Failure to secure and/or maximise levels of mitigation to minimise the impacts of HS2 on local communities |
| | Risks to the delivery of wider strategic initiatives |
| | The County Council may not be seen to be doing what it should to fulfil previous Cabinet resolutions (reputation) |

44. This option is likely to be less resource intensive than Option 3 below and might limit any adverse constructional impacts. However, based on discussions with

WCC and BCC, residents and the Council could lose out significantly in terms of mitigation measures. The total package of mitigation being provided by HS2 Ltd to these councils equates to around £1m/km.

45. Were that to be the case in Leicestershire, then conceivably this could equate to around £30m worth of mitigation measures. For this reason, it is suggested that Option 2 would not be the most cost effective option to pursue or the most satisfactory for the communities and residents affected. Furthermore, for this reason, the resource implications of Option 2 have not been assessed.

Option 3: Full, proactive approach

46. This approach was taken by both WCC and BCC. Both have been proactive in (a) raising matters with HS2 Ltd and in seeking to maximise the amount/level of mitigation that HS2 Ltd will provide and (b) fulfilling a leadership role on HS2. The positives and negatives of this option are outlined in the table below:-

| Positives | Negatives |
|--|--|
| Provides best opportunity to manage and involve communities input | Could involve the need to attend Parliamentary Select Committee hearings |
| Provides greatest opportunity to maximise levels of mitigation for Leicestershire residents and businesses | Most resource intensive option |
| Likely to help to minimise level of complaints during the 7 to 8 year construction window | No guarantee of 'success' – could still fail to secure measures requested in the Hybrid Bill |
| Approach helps deal with community expectations and concerns | |

47. Whilst likely to be the most costly of the three options and not without risks, it is suggested that a fully engaged, proactive approach should be adopted in order that the County Council can adequately respond to HS2. This would enable additional staff resources (3 FTE) to be allocated to the project as soon as practicable. In adopting this approach it is proposed that North West Leicestershire District Council (NWLDC) be approached to agree opportunities for joint-working with the County Council. WCC has also offered to work collaboratively, continuing to share further its learning from Phase 1 and working jointly on issues of common interest.
48. If Option 3 is approved by the Cabinet an appropriate governance structure will be put in place. This structure will include an officer level corporate HS2 governance board, as the high speed rail proposals will involve many County Council services, and will report to the relevant Lead Member, and to Cabinet as appropriate.

Resource Implications of the preferred Option (Option 3)

49. Officers have recently been in discussions with counterparts at Warwickshire County Council (WCC) and Buckinghamshire County Council (BCC) to learn from their experiences with HS2 Phase 1. Phase 1 has Royal Assent and delivery on site has now begun. A summary of key findings from these meetings is included as Appendix A.
50. Based on WCC's and BCC's experiences, subject to Cabinet agreeing the Option 3

proactive approach, it is likely that there will be significant resource implications for the County Council as a result of HS2, particularly in order for the Council to seek to maximise the benefits of the project for Leicestershire residents and business and to seek to minimise dis-benefits (during the construction phase and in the long term). These will include providing input to HS2 Ltd's work to develop the proposals in more detail; likely input into the Parliamentary process as the Hybrid Bill passes through the Houses of Commons and the House of Lords, dealing with the associated highway infrastructure changes and facilitating construction workers living in the County for a number of years, as well as co-ordinating cross Council input from Public Health and Children's Services, for example..

51. Both WCC and BCC advised that the County Council will likely be looked to by local communities to provide leadership in providing a 'Leicestershire' input into the development of the proposals for HS2 Phase 2b, and indeed that it would be advisable for it to take on that role. Both WCC and BCC have worked to help their local communities understand the development process, to coordinate and consolidate common views and to assist bodies in submitting their own views on the project (for example, WCC's Parliamentary Agent provided training on the Select Committee process to local communities). Both WCC & BCC consider that taking a leadership role has been beneficial, helping to manage expectations of local communities, enabling a focus on key issues to be negotiated with HS2 Ltd and providing clarity and consistency of messages at the Parliamentary Select Committee stage. Both felt that without such leadership such work would have been more complicated and resource intensive and that this would have undermined their negotiations with HS2 Ltd and their respective positions in front of Select Committees.
52. Based on WCC's and BCC's experiences, the estimated cost of providing dedicated staff (3 FTE) to work on HS2 related matters, consultancy support / commissioning of specific pieces of work to provide evidence and involvement in the Parliamentary process, including the hiring of a Parliamentary Agent, is estimated to average around £400,000 a year. However, this does not include approval for agreeing design standards and technical specifications for revised highway alignments, which is anticipated to be recovered though the County Council's normal fee recovery process when approving third-party promoted highway works.
53. HS2 Ltd has provided a draft Memorandum of Understanding which will reimburse costs for certain aspects of the County Council's officer time. These recoverable costs are limited to work involved in providing HS2 Ltd with information that they have requested. Whilst the Council would seek to recover as much monies from HS2 Ltd as possible, HS2 will not cover costs where the County Council is pro-actively seeking, for example, enhanced mitigation measures, or overseeing sub-contractor traffic management. Therefore, the recoverable costs from HS2 Ltd are only likely to be a fraction of the overall cost. WCC's experience was that about 12% of their total cost was recovered from HS2 Ltd.
54. This resource would be required to continue post Royal Assent, to around the start of construction on site, i.e. 2023/24. It is worth noting that both WCC and BCC still have to commit a considerable level of resources to Phase 1 as construction begins on site. However, it is likely that a different resource requirement will be required through the anticipated 7 to 8 year construction period. It is also anticipated that there will be further resource required once construction is complete, to ensure that the road network is handed back to the Council (in its capacity as Highway

Authority) in a suitable condition, and to ensure that that mitigation measures perform as envisaged. It is reasonable to expect that the County Council input to the project will continue at some level into the mid 2030's.

55. Particular areas requiring additional resources are legal services and Environment and Transport, but it is recommended that each department conducts its own review as to how, and when, the impacts of HS2 Phase 2b's development and construction might impact on the services they deliver. The £400k estimate makes allowance for this in principle, at least up to and including Royal Assent.
56. Based on the experiences of WCC and BCC, by fully engaging with HS2 Ltd the return on mitigation investment has been in the order of an additional £1million mitigation/investment per kilometre rail length. In Leicestershire, with approximately 30km of new railway in the County, this could result in around £30million.

Government Consultation

Draft Environmental Statement

57. The publication of the draft Environmental Statement (anticipated Autumn 2018) by HS2 Ltd will be accompanied by a formal consultation period. Although the length of the consultation window is unconfirmed, early indications are that it may be somewhere between 8 to 12 weeks long. Responding to this consultation is likely to be difficult to achieve, particularly if recommendations are required to be reported through the Council's political processes. It is therefore proposed that the Director of Environment and Transport be authorised to respond to the consultation, following appropriate consultation with the Leader Member.
58. The County Council has not undertaken its own consultation exercises in relation to HS2 Ltd's proposals, and it is not intended to change this approach going forward, as this may mislead residents to believe that the detailed project proposals are supported and backed by the Council.
59. Notwithstanding this, in fulfilling a leadership role in providing a 'Leicestershire' response to HS2 Phase 2b, it is likely that holding events with local communities will be essential, based on WCC's and BCC's experiences. This will enable the County Council to keep communities informed about the HS2 development process (including Parliamentary aspects), help coordinate and manage input into the process around common matters of interest, and provide support and assistance to communities seeking to provide their own views to HS2 Ltd/input to the Parliamentary process.
60. Officers will continue to attend various HS2 Ltd consultation and community engagement events in order to gain a greater understanding of local issues that, in turn, will help to inform the County Council's mitigation goals.
61. HS2 Ltd has conducted various consultation events to date and it is possible that it will continue to do so at further stages as the project moves forward.

HS2 proposed route around Measham.

62. The route of HS2 around Measham has changed a number of times over the past years since HS2 Ltd first proposed a route in 2013.

63. The latest route change (17 July 2017) impacts the County Council owned industrial estate at Huntingdon Court, Westminster Industrial Estate, Measham which is tenanted, several County Council owned development sites as well as a length of the Ashby Canal which Measham Land Company had agreed in principle with the County Council to construct in exchange for a right of way into their development.
64. In response to the latest route change, the Measham Land Company (MLC) engaged a rail consultant to investigate the feasibility of an alternative route (that has been referred to as 'Option 4'). Whilst this route has no official status, the SoSfT sought various stakeholder views on this alternative. County Council officers were first made aware of this request on 17 August 2018, with a response required one week later on 24 August 2018.
65. The response at Appendix B was sent to the SoSfT, via HS2 Ltd and is attached for the Cabinet's information only. No further action is recommended at this stage (pending the SoSfT decision on the way forward on this matter), however, it highlights the need for the Director to be authorised to respond to such matters as they arise in a timely way.

Conclusion

66. HS2 Ltd is now focussed on the development of HS2 Phase 2b, targeting the key milestone of submitting a Hybrid Bill to Parliament in 2020, seeking Royal Assent in 2023, and commencing construction in around 2023 before opening in 2033.
67. As the project enters into the more detailed development phase its vast complexity, in terms of legal, planning, legislative and technical matters, has become increasingly apparent. It is of a scale and complexity not previously experienced by the County Council and has the potential to have implications for all service areas.
68. For the reasons outlined in this report, choosing to ignore HS2 is not a tenable option in practice. To seek to maximise the benefits of the project to Leicestershire residents and businesses and to minimise the disbenefits, it is proposed that a proactive and fully engaged approach to the project be adopted, that work continues with East Midlands Councils on strategic matters, and that further joint working be undertaken with NWLDC and WCC on local mitigation matters.
69. This approach will require the allocation of additional resources, but based on lessons learnt from WCC and BCC, this represents the most effective and efficient approach to dealing with HS2 to achieve maximum mitigation while demonstrating leadership for the affected communities and businesses in the County
70. At this point in time, HS2 Ltd has yet to publish any relatively detailed mitigation proposals. It is anticipated that these will begin to emerge when the HS2 Phase 2b draft Environmental Statement is published, anticipated autumn 2018. In absence of detailed mitigation information to date, and the likelihood of relatively short consultation response deadlines, it is requested that powers are delegated to the Director of Environment and Transport to respond to such requests, in consultation with the relevant Lead Member, as necessary. Further reports will be brought to the Cabinet, as appropriate.

Equality and Human Rights Implications

71. As a third party project, HS2 Ltd are responsible for assessing the equality and human rights implications of building this new railway. However, the County Council will examine their assessments and take account of these when identifying appropriate mitigation.

Other Relevant Impact Assessments

Environmental Impact

72. As a third party project, HS2 Ltd will be responsible for preparing assessments, including an Environmental Impact Assessment. However, the County Council will examine their assessments and take account of these when identifying appropriate mitigation.

Background Papers

County Council – 20 February 2013 – HS2 Notice of Motion:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=3720&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 28 November 2013 – HS2 Consultation: Proposed response on Implications for Leicestershire:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=3889&Ver=4>

Cabinet – 15 January 2014 – High Speed Rail (HS2) Phase 2: West Midlands to Leeds HS2 Consultation: Proposed response on Implications for Leicestershire:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=3986&Ver=4>

Cabinet – 1 March 2016 – Development of a rail strategy for Leicester and Leicestershire:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4600&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 9 June 2016 – Draft Rail Strategy for Leicester and Leicestershire:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=4482&Ver=4>

Environment and Transport Overview and Scrutiny Committee – 19 January 2017 – HS2 update:

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=4929&Ver=4>

Cabinet – 10 February 2017 – Development of Rail Strategy (including HS2) for Leicester and Leicestershire

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4858&Ver=4>

Cabinet – 10 October 2017 – Delivery of Leicester and Leicestershire Rail Strategy (including HS2)

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4864&Ver=4>

Appendices

Appendix A – Warwickshire and Buckinghamshire County Councils' feedback

Appendix B – Leicestershire County Council's response to the Secretary of State for Transport on Measham alternative route

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