

## HS2 briefing for line of route local authorities



**HS2 will have a major impact on all local authorities along its route – whether in terms of economic development or environmental impact or both. This session provides an opportunity for DfT to brief colleagues on progress with the project, what a Hybrid Bill will mean and how it can be handled. It also provides opportunities for questions to be raised by delegates.**

**Panel:** David Prout, Director General for HS2 at DfT  
Roger Hargreaves, Director for the Hybrid Bill at HS2 Ltd

It is important initially to define a Hybrid Bill as differing from most government bills in that it addresses both public and private matters. Two separate hybrid Bills will be prepared and introduced to Parliament as HS2 is being developed in two phases. The Phase One Bill, covering the proposed scheme between London and the West Midlands, will be introduced in Parliament in late 2013 and aims to become law (Royal Assent) by 2015. The Phase Two Bill, covering the proposed routes from the West Midlands to Leeds and Manchester, will be brought forward in the next Parliament following the May 2015 General Election.

The bill is required to provide the powers needed to build a railway such as planning permission, road and waterway closures, obtaining land and carrying out protective works. In submitting the bill it is necessary to accompany it with a set of supporting documents setting out (1) plans and sections drawings, (2) a book of reference with names of the owners, lessees and occupiers of all the land and property which may be used, (3) a housing statement setting out the number of houses and residents that would be affected by acquisition of the land in the Bill and (4) an Environmental Statement. At this stage it is also necessary to provide an estimate of the expense of acquiring the necessary land and building the railway.

The committee stage of the Hybrid Bill process is of significance to delegates as it provides an opportunity for anyone directly and specially affected by the Bill to petition (more information on this [here](#)). Following this stage further considerations are made with MP contributions. As well as petitioning, on-going engagement will be held to allow for consultation before and after royal assent has been given to the project. Planning forums are also meeting to ensure that local views are reflected as far as practical in our decision making. These are an opportunity for local authority officers to find out more about and discuss the proposals.

With the commencement of the procurement stage, HS2 will need to work closely with the DfT, BIS, Local Authorities and the LEPs to ensure that opportunities are advertised and companies in their regions understand how to do business with companies in the HS2 supply chain. More information will be provided at the planned industry day at HS2 Ltd. on November 5.

Questions were fielded on how to deal with the detail whilst objecting to the scheme as a whole, as well as further details on local authorities' ability to influence the project from a local perspective through consultation and committee groups.

Key dates for the project are as follows:

Delivery Model Agreed	by Spring 2014
Operation Model Agreed	Late 2014
Initial Delivery Contracts let	2014
Maintainer Procurement Starts*	[2015]
Operator Procurement starts*	[2015]
Rolling stock procurement starts*	[2015]
Enabling works starts	Mid 2015 (post RA)
Main works starts	2017
Operator and Maintainer input	2019
New rolling stock delivery starts	2024
Main works complete	2025
Start of Phase 1 service	2026



\* Timing and grouping dependant on operating models