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SCRUTINY COMMISSION: 27 JANUARY 2020**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****HS2 THROUGH LEICESTERSHIRE****Purpose of report**

1. The purpose of this report is to:
 - provide members with an update on the Government's proposals for high speed rail through Leicestershire including the forward programme, subject to the Government review of the High Speed 2 (HS2) rail project;
 - provide information on the Council's approach to achieving the maximum benefits for Leicestershire from HS2;
 - provide an overview of the Government hybrid Bill process; and highlight why it is important for the County Council to have a voice in the development and delivery of HS2 to realise its benefits.

Policy Framework and Previous Decisions

2. In March 2016, the Cabinet considered the outcome of joint work undertaken by the Council, Leicester City Council and the Leicester and Leicestershire Enterprise Partnership (LLEP) to develop a draft 'The Leicester and Leicestershire Rail Strategy' (including HS2) and approved an engagement exercise on the draft Strategy. At the same time, it resolved to revise the Council's position on HS2 through the County to one of support in principle, subject to certain caveats.
3. In October 2018 the Cabinet received a report outlining the future requirements of the development of HS2 Phase 2b route through Leicestershire and the implications this might have for the Council. The Cabinet agreed that the County Council would take a full proactive approach to engage with HS2 Ltd and provided a dedicated resource to seek mitigation from the new railway's impacts. The Cabinet also agreed to authorise the Director of Environment and Transport, following appropriate consultation, to respond on behalf of the Council to requests and consultations from HS2 Ltd.

Background

4. High Speed 2 (HS2) is currently the largest rail infrastructure project in Europe and is a key piece of new rail infrastructure for the UK. Intended to be the backbone of the rail network, it will directly connect eight out of ten of Britain's largest cities and is expected to create numerous economic benefits for the UK. The railway is being developed in phases: Phase 1 will connect London with Birmingham; Phase 2a will connect Birmingham with Manchester and Phase 2b will connect Birmingham with Leeds (**Appendix A**). Part of Phase 2b passes through Leicestershire.

5. HS2 Phase 1 was given Royal Assent in February 2017, and in late 2019 enabling works (such as ecological mitigation, archaeological investigations, ground surveys and site clearance) were at an advanced stage. Subject to the Government HS2 review, the award of main work contracts for this phase is imminent.
6. The Secretary of State for Transport confirmed the HS2 Phase 2b route in July 2017, 30km of which passes through Leicestershire in the north west of the county as shown in **Appendix B**.
7. In October 2018, HS2 Ltd consulted on a working draft Environmental Statement and a working draft Environmental Impact Assessment. Under delegated powers approved by Cabinet, later in October 2018, the County Council response to this consultation was submitted in December 2018.
8. A hybrid Bill for HS2 Phase 2a is passing through the Parliamentary process. The Select Committee's hearings of petitions were paused due to the General Election; at the time of writing this report, the Phase 2a hybrid Bill process remains paused.
9. In June 2019, The Secretary of State for Transport announced a route refinement consultation. The design realignment proposals included changes that would affect Leicestershire. This route refinement consultation was considered by the Cabinet at its meeting on 25 June 2019. A County Council response was submitted under delegated powers by the Director of Environment and Transport to the Government ahead of the 6 September consultation closure, and the response is published on the County Council website.
10. On 21 August 2019, the Government announced an independent review into HS2 programme. The review led by Douglas Oakervee (former HS2 chair 2012 to 2014, Crossrail director 2005-2009) is known as the Oakervee Review. The review is to provide evidence to facilitate an informed Government decision on how (or not) both HS2 Phase 1 and Phase 2 should proceed.
11. Should the Government decide that HS2 will proceed, it is anticipated that the hybrid Bill for HS2 Phase 2b will be deposited with Parliament in the summer 2020. The construction and commissioning of Phase 2b of the new railway is currently scheduled to take place between 2023 and 2033. At the present time, HS2 Ltd are not able to provide exact timescales for when the building works will pass through Leicestershire. However, the County needs to be prepared for the estimated 7 years of main civil engineering construction phase, that is likely to cause significant disruption in Leicestershire.

Leicestershire HS2 Vision

12. HS2 is possibly the most significant transport infrastructure project in Leicestershire since the M1 and East Midlands Airport opened in the mid-1960s. Construction of the new railway will bring many economic benefits and growth opportunities both during construction and once opened. It will also have an impact on local communities such as loss of homes, businesses and disruption to local travel routes and delivery of services covering all walks of life. Its construction has the potential to severely impact on virtually every service that the authority provides, to disrupt many aspects of wider public service delivery and impact on local communities and businesses.

13. Leicestershire County Council is seeking out opportunities that come with the introduction of HS2 for the benefit of Leicestershire as a whole. This therefore requires different levels of engagement and interaction with stakeholders to enable the communities of Leicestershire to minimise the impacts of the new railway and benefit where possible from the investment that this construction project will bring. The Council is currently engaging regularly with regional stakeholders through the East Midlands Councils HS2 Partnership.
14. The East Midlands HS2 Partnership was set up in response to HS2 proposals. Subsequently the East Midlands Growth Strategy (published September 2017) set out objectives to produce a delivery focussed programme of work whose governance spans across the key councils impacted by HS2 within the East Midlands region (**Appendix C**).

Leicestershire HS2 Objectives

15. Reflecting the County Council strategic outcomes and considering these alongside the aims of the East Midlands HS2 Growth Strategy, officers have developed four key objectives as follows:
 - Mitigation
 - Economy
 - Communication
 - Sustainability.
16. These objectives aim to assist the County Council to achieve maximum benefits for Leicestershire from HS2 Phase 2b and to minimise the impacts of the rail line during construction and longer-term operation. Further detail on how Leicestershire will prioritise work activities in relation to these objectives is detailed in **Appendix E**. More detail on how these objectives can be delivered is set out below.

Delivering these objectives

17. As mentioned above in paragraph 3, the decision to allocate a dedicated resource for a proactive approach to HS2 was made by the Cabinet in October 2018. The Cabinet agreed to fund a dedicated team to work across all Departments, lead negotiations with HS2 Ltd, engage with wider county and regional stakeholders and steer the Council through the forthcoming hybrid Bill process. This level of engagement was recommended by other county councils (such as Warwickshire and Buckinghamshire) which have been through the hybrid Bill process as part of phase 1 of HS2. The County Council's internal governance structure for HS2 is set out in **appendix D**.

The hybrid Bill

Legal process

18. Hybrid Bills are used to combine elements of public and private bills which means they apply generally but also have an effect on specific groups of people or specific places. They are generally used to secure powers to construct and operate major infrastructure projects of national importance. These bills have been used in the past on projects such as the Channel Tunnel rail link, Cross Rail and the Severn Bridges.

19. HS2 Ltd (the developer) will use a hybrid Bill to acquire the powers to build the new High Speed Railway in the UK. They are currently working towards deposit of a hybrid Bill for Phase 2b in Parliament in the summer of 2020. They are following a process of consultation with key stakeholders such as the County Council ahead of this Bill deposit; the County Council has provided formal responses to consultations in 2018 and 2019. HS2 Ltd's current timeframes for the HS2 Phase 2b hybrid Bill process are set out below:

- 2020 Summer: Hybrid Bill deposit expected
- 2023 Royal Assent (design fixed)
- 2023 Site clearance and construction start
- 2025 to 2031 Main civil engineering works
- 2031 to 2033 Commissioning and testing of rail infrastructure
- 2033 First passenger trains operate.

20. However, it should be noted that:

- a) the exact date of Bill deposit is unknown and the County Council will receive no advance notification of this from HS2 Ltd,
- b) although there was a draft environmental statement consultation in 2018 and HS2 Ltd has been developing its designs with key stakeholders since that time, the Council will not see the final Environmental Statement prior to its submission.

21. When the hybrid Bill is deposited in Parliament this follows a formal process as set out below in **Appendix F**.

22. The hybrid Bill will contain within it all the design proposals and supporting documentation on how HS2 Ltd proposes to build the railway (similar to an outline planning application). The first reading triggers a consultation period which typically lasts eight weeks. At this point the documents will be released and as described above this will be the first time the Council has full sight of their content. Any queries or issues that the Council has as a potential petitioner (for the purposes of the Parliamentary process the Council is known as a petitioner) with the design proposals, can be highlighted to HS2 Ltd and negotiations may be undertaken to resolve some of these issues.

23. This eight week consultation period closes with the consideration of the Bill at the second reading stage. This then triggers the petitioning period, although there may be a slight gap between the second reading and start of the petitioning period due to other parliamentary business. Advice from neighbouring authorities involved with phase 1 of HS2 (London to Birmingham) is that this period typically lasts four weeks (timescale defined within the second reading). The second reading will establish the principles and key features of the Bill that cannot be petitioned. During the four week petitioning period petitioners must establish and submit which issues they wish to resolve with the developer through petition. These will then be considered by Parliament by a Select Committee.

24. The Select Committee process timeframes are currently unknown but expected to be lengthy (possibly up to four years). The hybrid Bill process goes through both the House of Commons and the House of Lords. It is an iterative process depending on any new issues raised. The length of the process allows a petitioner to, if so advised, respond to any changes HS2 might make, e.g. revised designs.
25. As described above, the outcome of the HS2 hybrid Bill process is an Act of Parliament that as legislation will give HS2 Ltd the power to construct the new railway and associated infrastructure. The process also generates a series of 'Assurances and Undertakings' that govern the way that the new infrastructure is implemented. Assurances are akin to planning conditions, whereas Undertakings are legal obligations to do something very specific or provide a financial contribution akin to a s106 Agreement. Any issues that are agreed between HS2 Ltd and the County Council, either informally during consultation or formally by the Select Committee, form the Assurances and Undertakings.
26. The type of subjects Assurances and Undertakings are likely to cover include: traffic management control; replacement of lost assets; restrictions on construction activities; restriction on traffic flows, construction and heavy goods vehicles; seeking appropriate funding for HS2 monitoring activities; seeking assurance that main contractor consults in design matters; provision of specific features or mitigation measures; provision of resources to deal with planning, highway and other consents required for HS2; that HS2 Ltd appoint community engagement personnel; specifying how HS2 Ltd manage and mitigate changes to the natural environment (e.g. biodiversity, heritage and landscape matters).
27. For HS2 Phase 1, there were around 2,800 Assurances and Undertakings secured through the hybrid Bill process. There were 275 'general Assurances and Undertakings that covered route wide / general issues – i.e. more than one organisation had sought that assurance. Taking the two most comparable county authorities affected, Warwickshire County Council (with approximately 35km of HS2 Ph1) secured 57 specific Assurances and Undertakings, and Buckinghamshire County Council (with approximately 70km of HS2 Phs1) secured 129 specific Assurances. These Assurances are published by the Government on the internet.

Ensuring the County Council's objectives are met - petitioning

28. In order to be heard at the hybrid Bill process stage, an individual or organisation must 'petition' the hybrid Bill. The meaning of petition in this instance is to make a formal request for something. petitioning is a requirement of the legislative process in order to subsequently be able to have representation at the hybrid Bill stage, and to secure Assurances and Undertakings as outlined above. If the County Council does not petition and secure appropriate Assurances and Undertakings during the hybrid Bill process, there is no later opportunity to shape and influence the HS2 proposals and how they are delivered.
29. From reviewing previous proceedings, it is likely that the select committee will only hear from petitioners that are specifically and particularly affected. This effectively means that a body can only petition on matters where they are the statutory body or where land ownership/or a service they provide is directly affected.
30. The Council's approach to the hybrid Bill and its requirements to be included in any petition need to be agreed by the full Council. This is to comply with section 239 of

the Local Government Act 1972. This requires that “*A resolution of a local authority to promote or oppose a Bill.... shall be passed by a majority of the whole number of the members of the authority at a meeting of the authority held after the requisite notice of the meeting*”

31. Consideration by the full Council cannot take place before the hybrid Bill is deposited in parliament. Though anticipated (subject to the current review process) that this will be Summer 2020, the precise date of the deposit is not known, and may not be known until a week beforehand. In addition, before the full Council meeting is held, ten clear days’ notice must be provided by advertisement in the local press (a minimum of one local newspaper circulating in the area of the authority). This notice must be given in addition to the ordinary notice required to be given for convening a full Council meeting. It is hoped that this anticipated timing will fall in line with planned full Council meetings, but this may not be the case, and a special meeting may be needed.
32. To prepare members for this tight timeframe and the possibility of a special full Council meeting, a report will be submitted to the Cabinet in May 2020. This report will further detail the Parliamentary timescale known at that time and seek delegated powers to the Director in conjunction with other appropriate Chief Officers to develop the County Council Assurances and Undertakings that the Council proposes to include in its petition, should they not be included within the design that accompanies the hybrid Bill. The report will also seek delegated powers to negotiate with HS2 Ltd, to secure outcomes highlighted later in this report (see ‘Financial Implications’).

Select Committee

33. The Council will not be given the dates of when they will appear before the Committee until after the petition period has concluded. The County Council proposes to use specialist lawyers (Parliamentary Agents) to assist Legal Services with regard to the petition and to support any attendance by Council officers before any Select Committee.

Next steps

Preparing for the hybrid Bill process

34. In order to prepare for hybrid Bill deposit officers are drafting a broad list of requirements for the HS2 proposals which will form the Council’s ‘Assurances and Undertakings’. This list will include items such as mitigating the impacts of the construction of the railway line on local communities affected; reducing the impact on local roads e.g., from HGVs involved in the construction process and ensuring vital links to local amenities are maintained at all times. The Council’s dedicated HS2 team is currently working across all Departments within the Authority to scrutinise previous design consultations and ensure all aspects of the railway development have been covered within this list. The list will also include all requests and comments to HS2 Ltd from the Council’s previous consultation responses.
35. Having a comprehensive list of requirements ready ahead of the hybrid Bill deposit will best prepare the County Council for the restricted timeframe before the petitioning period closes. It must be emphasised that if the Council has not prepared a petition with the required Assurances and Undertakings the opportunity to influence

HS2 will be lost. The list will allow officers to follow a check list of requirements and identify quickly and efficiently those that are not included in HS2 proposals.

36. In January 2020 Council officers are working with North West Leicestershire District Council to deliver a series of hybrid Bill awareness sessions to parish councils and residents associations affected by HS2 proposals. These awareness sessions are to highlight the hybrid Bill process so they are better prepared if they chose to petition and to clarify that the County Council cannot petition on their behalf.

Engaging with the hybrid Bill process

37. The prior preparations outlined in paragraph 34 will equip council officers to engage with the hybrid Bill process including representing the Council through appearance at Select Committee when required, negotiations with HS2 on Assurances and Undertakings, seeking Additional Provisions (to amend the design during the bill process) continued liaison with partners and stakeholders. Whilst attendance at select committee may be a handful of weeks over the three year hybrid Bill process period, negotiations with HS2 Ltd over various Assurances and Undertakings will continue in parallel in the background.

During construction

38. Subject to the Assurances and Undertakings secured, the County Council will have a regulatory role approving proposals and designs for elements of the HS2 project where the County Council is the statutory body. This could include, for example, traffic management plans and roadwork methodology and duration, drainage design and works methodology for temporary and permanent works affecting ordinary watercourses, detailed design and material specification for new and amended highways.

Financial Implications

Benefits

39. It is expected that by having proactive engagement with HS2 Ltd, a number of significant benefits could be realised. These might include, for example:
- a) Making the most of HS2 Ltd **skills and training** programmes, to seek that these programmes are rolled out through Leicestershire education providers.
 - b) Ensure that Leicestershire Small and Medium Enterprises (**SMEs**) have **opportunities to win HS2 related contracts**. This is being facilitated by close working with the East Midlands Chamber.
 - c) Working with ecological and environmental partners, to **enhance the natural environment and minimise impacts on climate change**, and seek additional measures beyond the HS2 base-provision where possible.
 - d) Highway infrastructure enhancements to facilitate HS2 construction and **reduce the impact of construction traffic** on county roads. For example, temporary north-east facing slip roads added to A42 J14, which is expected to help remove construction traffic from villages in the vicinity of this junction.

- e) **Avoiding 12-month long road closures** on key county roads (as originally proposed by HS2 Ltd). Traffic modelling work shows that over £5m economic dis-benefit will be avoided. Working with HS2 Ltd to ensure that any road closures are kept to an absolute minimum, and that adequate advance notification of disruptive work is given.
 - f) Seeking a '**classic compatible**' connection of the **Midland Mainline** at the proposed high-speed rail station at Toton, giving more journey choices for Leicestershire residents and businesses.
 - g) In connection with the above, continuing to make the case for **full electrification of the Midland Mainline**. This will give 'classic compatible' high speed trains direct access between the Midland Mainline and the high-speed rail network, avoiding the need to change trains at Toton. This will facilitate direct trains from Leicestershire stations to northern stations connected to the high-speed network.
 - h) Seeking **infrastructure investment in the Ivanhoe Line** to help clear the way for possible future permanent use that could help bring back passenger services.
 - i) Ensuring damage caused to County maintained infrastructure (by HS2 works contractors) is swiftly repaired, and that altered and new highways do **not leave a legacy maintenance burden** on the County Council.
 - j) Seeking **continuity of the public rights of way network** both during construction, and that future altered routes provide the same or better community and recreational links that exist today.
 - k) Ensuring the proposed **Ashby Canal restoration** route is protected, avoiding the need for future additional infrastructure costs (i.e. locks to navigate the canal under the new HS2 line). In response to Leicestershire representations, HS2 Ltd have amended their design to allow for this. Work will continue to seek further measures that will benefit the future Ashby Canal restoration.
 - l) Providing for the **continued operation of County Council owned premises** (in particular at the Westminster Industrial estate in Measham where a number of start-up industrial units are earmarked for demolition under HS2 proposals) and seeking longer term development opportunities (subject to normal planning processes) arising from HS2 construction.
 - m) **Making the most of additional grants and funds associated with HS2**, either directly by the County Council or by signposting partners and other stakeholders to these opportunities.
40. Where possible, these benefits will be monetised over the development and delivery of the HS2 project. The aim is to secure around £1million additional benefit per kilometre of HS2 track (approx. £30million), over and above that which would have been provided by the HS2 project, had the County Council not taken a proactive approach.

Costs

41. At its meeting on 16 October 2018, the Cabinet resolved to adopt a proactive approach to HS2 proposals and budgeted £400,000 to facilitate this. This budget provides for responding to Government HS2 consultations, providing input to future work to develop the proposals in more detail (including input into the Parliamentary process) and dealing with the associated impacts such as highway infrastructure changes and construction implications.

Timescales

- January 2020: Parish Councils hybrid Bill awareness sessions
- 27th Jan 2020: Scrutiny Commission
- 22nd May 2020: Cabinet (planned)
- June 2020: Hybrid Bill deposit (anticipated) triggers 8 week Petitioning Process
- Summer 2020: Petitioning considered by Full Council
- Winter 2020: Select Committee process begins (anticipated).

Conclusions

42. This report outlines the work required for the process of engaging with the HS2 hybrid Bill.
43. For the reasons outlined in this report It is important for the County Council to have a voice in the development and delivery of HS2. This voice is needed whether or not members support or oppose the HS2 proposals. In order to have this voice a majority vote of Full Council will be required to enable formal petitioning to take place.

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>

East Midlands HS2 Growth Strategy

https://www.emcouncils.gov.uk/write/East_Midlands_HS2_Growth_Strategy_-_September_2017.pdf

HS2 Phase 2b consultation on Working Draft Environmental Statement (WDES) and Working Draft Equalities Impact Assessment (WDEQIA) consultation – October 2018

WDES: <https://www.gov.uk/government/publications/hs2-phase-2b-working-draft-environmental-statement-volume-2-community-area-reports>

WDEQIA: <https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-equality-impact-assessment-report>

Cabinet – 16 October 2018 – HS2 Phase 2b

<http://politics.leics.gov.uk/ieListDocuments.aspx?MId=5184> (item 211)

LCC response to WDES & WDEQIA consultation – December 2018

<https://www.leicestershire.gov.uk/roads-and-travel/high-speed-two-hs2/our-decisions>

Cabinet – 25 June 2019 – HS2 Phase 2B Design Refinement Consultation

<http://politics.leics.gov.uk/ieListDocuments.aspx?MId=5604> (item 296)

County Council HS2 webpage (including Design refinement consultation response

www.Leicestershire.gov.uk/HS2.

HS2 Ltd – Phase 2b working draft Equality Impact Assessment Report consultation outcome summary – June 2019

<https://www.gov.uk/government/consultations/hs2-phase-2b-working-draft-equality-impact-assessment-report>

HS2 Ltd – Environmental Impact Assessments consultation outcome summary – June 2019

<https://www.gov.uk/government/publications/hs2-phase-2b-environmental-impact-assessment-scope-and-methodology-report>

Government published HS2 Phase One register of undertakings and assurances:

<https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances>

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Relevant Impact Assessments

Equality and Human Rights Implications

44. HS2 Ltd carries out its own Equalities and Human Rights impact assessments which can be found on its website. As part of the working draft environmental statement which was consulted on in December 2019 the County Council submitted comments to HS2 Ltd on its equalities documents.
45. Officers continue to work and advise with HS2 Ltd with any local equalities knowledge and to ensure that their data and research covers all aspects in the impacted parts of Leicestershire.

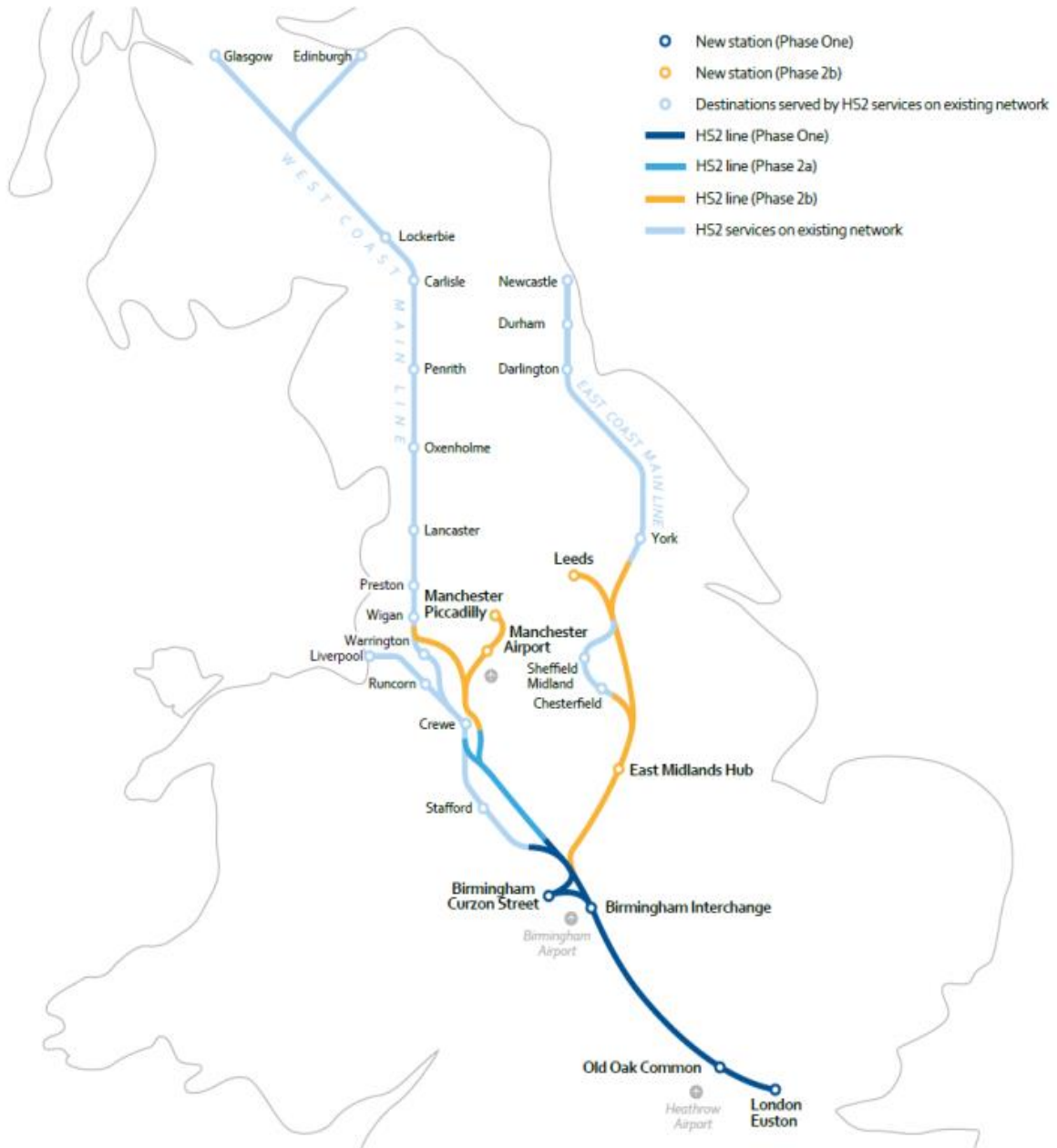
Environmental Implications

46. HS2 Ltd has carried out its own Environmental Impact Assessments which the County Council had the opportunity to comment on as part of the Working Draft Environment Statement consultation in December 2018.
47. The County Council continues to work with HS2 Ltd to advise on and champion local environmental strategies and objectives; and where possible use mitigation of the railway development to enhance and support the natural environment.

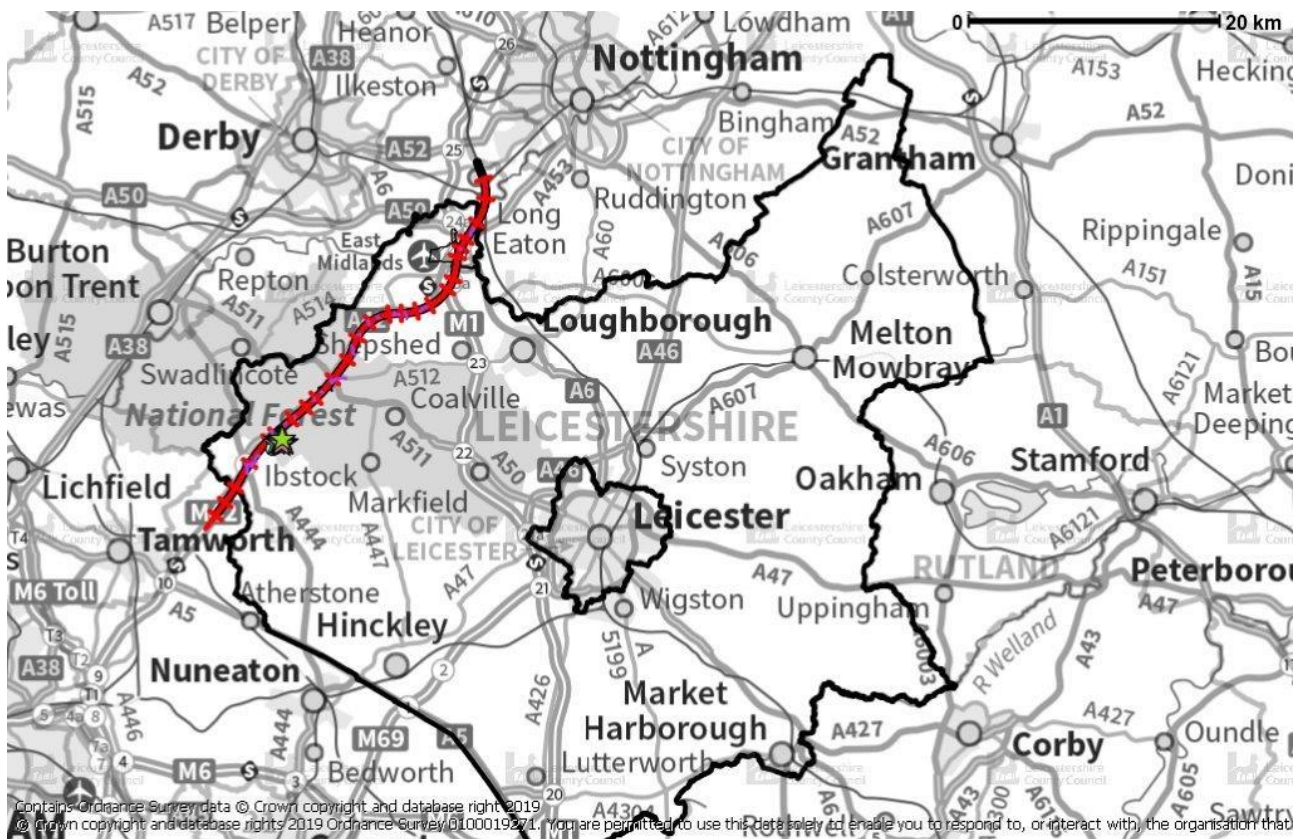
Legal Implications

48. The Director of Law and Governance has been consulted in the preparation of this report and has advised regarding the explanation of the hybrid Bill Parliamentary process.

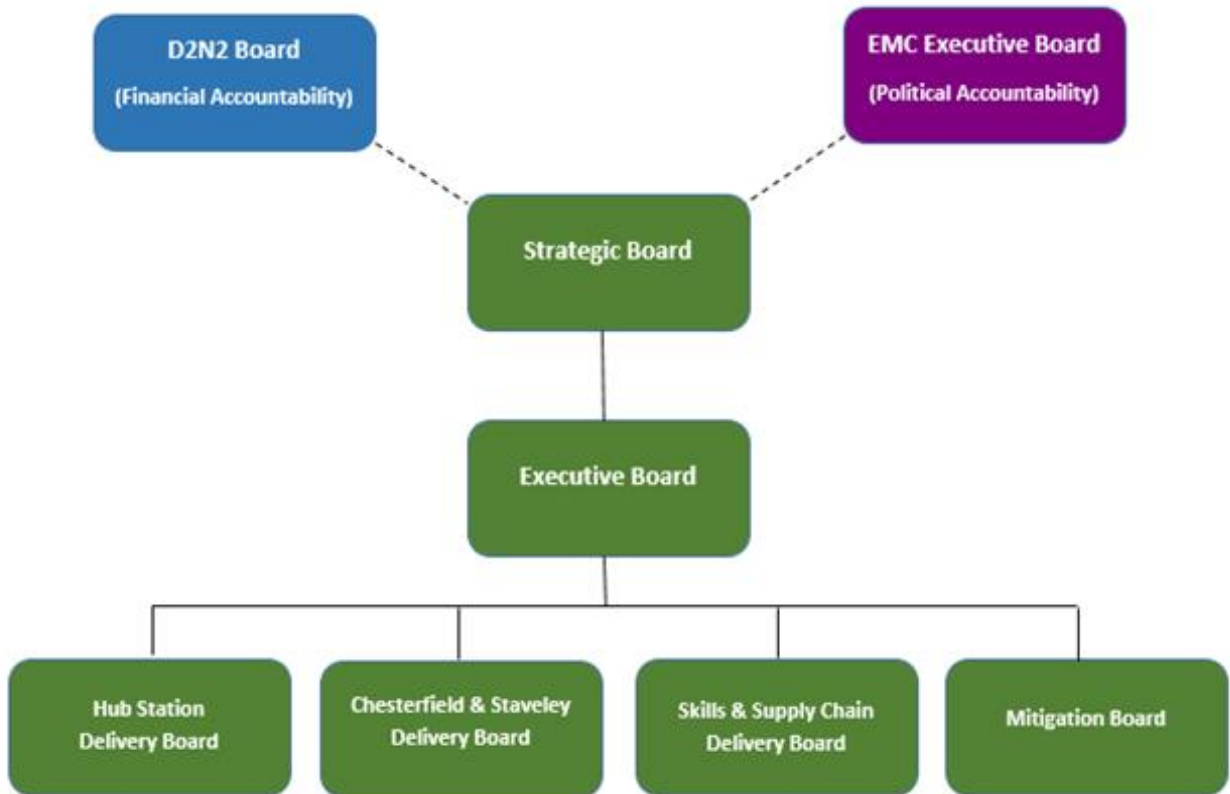
Appendix A: Plan of HS2



Appendix B: HS2 through Leicestershire



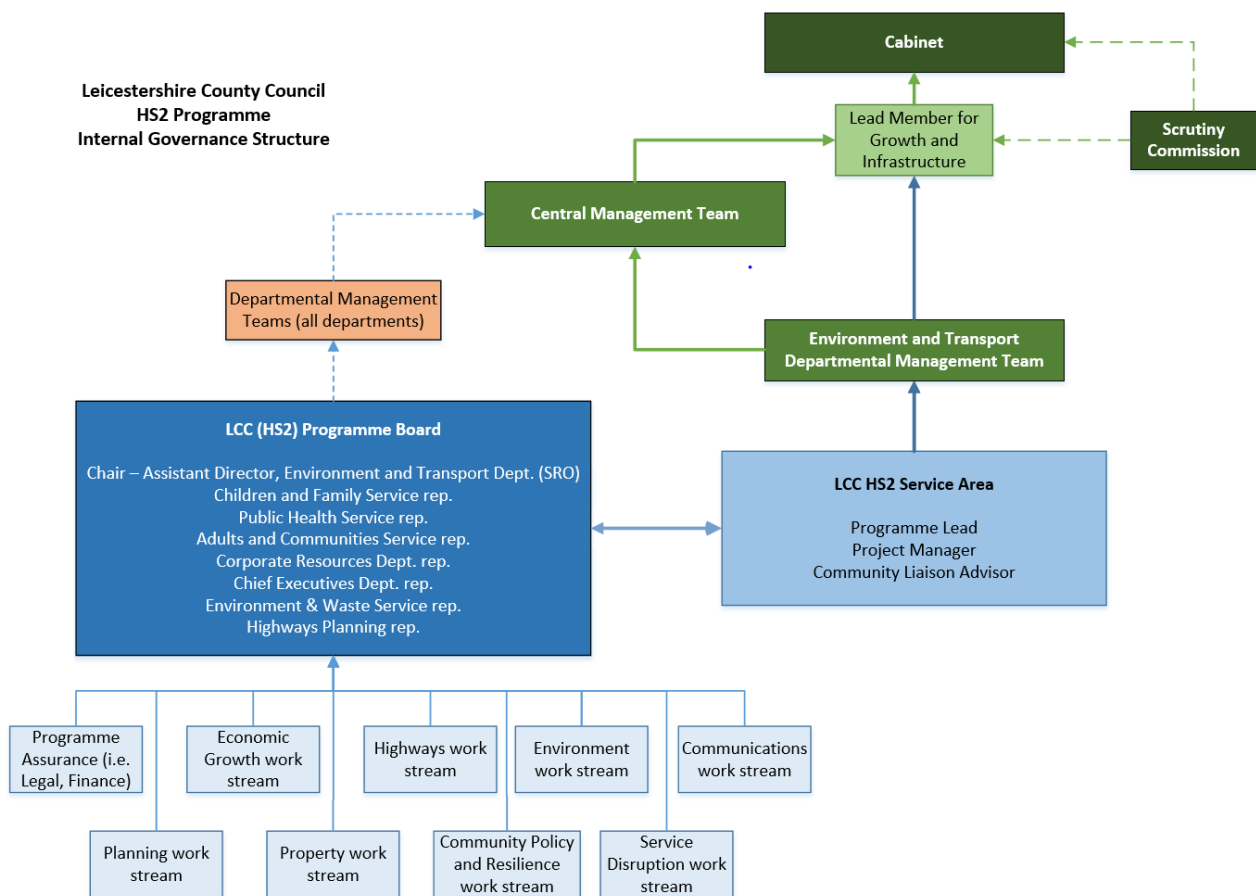
Appendix C: East Midlands HS2 Partnership governance structure – taken from the East Midlands HS2 Growth Strategy.



Appendix D: Leicestershire Internal HS2 Governance

49. In order to realise the County Council HS2 objectives, Leicestershire County Council has an internal governance structure in place. This has an overview of Leicestershire activities relating to HS2. It brings together expertise from across the organisation to consolidate a single County Council approach to HS2, and to ensure Leicestershire gains the maximum benefits out of the railway development whilst reducing the dis-benefits during the construction period.
50. This governance structure (Figure 1.) also facilitates effective proactive engage with HS2 Ltd and helps support our partners through linkages to the wider East Midlands HS2 Governance.

Figure 1: Leicestershire County Council - internal HS2 Governance



51. As planning for the new railway through Leicestershire will affect all departments within the Council, a central LCC (HS2) Programme Board is essential to steer various activities and make or escalate decisions as appropriate. This Board has a representative from each department who is able to report relevant information into their DMT for cascade down to the appropriate service areas and teams to action as and when necessary. This mechanism ensures information is disseminated as appropriate whilst allowing the Board to make decisions centrally. The Board is chaired by the Assistant Director (Development and Growth) of the Environment and Transport Dept. Individual work streams and projects feed into this Board, update on progress and take decisions for discussion and agreement.

52. The County Council facilitates and manages the LCC (HS2) Programme Board through a dedicated team. The funding of this team was given Cabinet approval on the 16 October 2018. The HS2 team is hosted by the Environment and Transport Department (E&T) and reports into the E&T Directorate with an escalation route to the Chief Executive when needed.
53. In recognising the importance of HS2, the Cabinet has a nominated Lead Member for Growth and Infrastructure with a specific remit for HS2. This Lead Member can advise Cabinet when decisions or updates are necessary.
54. The Board disseminates information up through the E&T Directorate and Lead Member to the relevant external governance structure already in place in the East Midlands for HS2.

Leicestershire County Council HS2 staffing resource

55. The costs outlined in paragraph 41 cover both direct County Council staff costs and additional consultancy support costs that will be required from time to time throughout HS2 development, such as specialist technical advice and support from Parliamentary Agents through the hybrid Bill Select Committee process. This resource will also be closely involved in finalising the required the Assurances and Undertakings. In the longer term the resource will also coordinate and provide good communication about HS2 activities in the run up to, and during construction.
56. Officers in the HS2 team have been in post since 1st February 2019. Tasks beyond the above are to facilitate the Leicestershire governance model; to co-ordinate the Leicestershire response to the HS2 rail proposals; and to deliver the County Council HS2 objectives. This is being done whilst working alongside partners, residents, communities and businesses to achieve maximum benefits for Leicestershire and the wider East Midlands area. These officers will continue to work with HS2 Ltd to minimise dis-benefits of the construction impacts and the finished rail infrastructure by seeking appropriate mitigation measures.
57. These officers co-ordinate the expertise already within the County Council to ensure a unified and consistent position on the HS2 proposals. They take a lead role in facilitating communication channels between partner organisations, wider stakeholders and HS2 Ltd to provide collaborative responses to requests for information and responses to consultation. Where necessary - and in response to HS2 Ltd requests - the team will commission additional expert technical resource to support the County Council's response to these proposals.

Appendix E

Leicestershire County Council's key objectives in response to HS2

MITIGATION: to proactively seek mitigation of the impacts caused by HS2 during construction and in operation of the new railway

58. Construction of HS2 will include loss of homes and business premises along the line of the proposed route. The Council will provide information and guidance to residents, businesses and partners in the community areas affected by the HS2 works, to make them aware of the potential impacts caused by the construction process and where there are longer term legacy impacts of the future railway.
59. There will be destruction of habitats (such as woodland, hedgerows) causing impacts on the local environment and landscape. However, the new railway line will also create opportunities for some new habitats through planting and landscaping works. The Council will work with HS2 Ltd to ensure there is no net loss of habitat and ensure that net gain for biodiversity is achieved where possible; new habitat creation is appropriate for the existing Leicestershire environment; and that where possible enhancements to existing habitats are implemented.
60. The Council will work with HS2 Ltd to protect, investigate and promote Leicestershire's heritage, including historic buildings, buried and earthwork archaeological remains and historic landscapes. On-going assessment will continue to build upon an existing understanding of the historic environment, while mitigation measures will provide for its protection and, where appropriate, prior investigation, recording, archiving and public accessibility and interpretation.
61. The Council will work with HS2 to seek to minimise the carbon impacts of the construction and operation of the railway to support the commitments within the Council's climate emergency declaration.
62. The construction process will cause significant disruption to transport networks near to the line. This will include closure of roads and diversions which will affect business, employment and personal travel. It will impact on peoples' daily lives including accessibility to vital services such as health care and education. In addition there will be significant increased construction traffic on local road networks to bring and remove materials to and from site. There will also be the influx of a transient workforce to undertake the building works, many of which are likely to take up weekly residency in Leicestershire near to the main works.
63. The Council will work proactively with HS2 Ltd to seek to minimise the impacts of the construction process on road networks as much as possible. We are working with HS2 Ltd to input local knowledge and expertise to their plans which will help with scheduling and operating necessary traffic management during the construction process. We will also work with HS2 Ltd to influence decisions which will reduce impacts of the future operational railway on the road network as far as possible. We will also work to influence any provision of temporary worker accommodation – including its location and provision of necessary services to its workforce where appropriate.

64. The disruption caused by construction and operation of the new railway may also have an effect on people's health and wellbeing due to the large scale change in some local communities caused by the new railway. The Council will support communities and Parish Councils to try and influence HS2 Ltd to consider this during their planning phase and provide the appropriate mitigations for those affected by the process.

ECONOMY: facilitating and enabling housing and economic growth for Leicestershire

65. The new high-speed rail infrastructure is expected to act as a catalyst for economic growth, particularly in areas radiating out from new stations. For the East Midlands the new HS2 station is located in Toton (east of M1 J25, in South Derbyshire) which has the potential for good connectivity to Leicestershire. For the west midlands there will be a new interchange station in Birmingham providing the link to London. This will have wider economic benefits possibly extending into the south of the County.
66. The Council will work with its partners to support the wider regional aims to draw in the economic benefits expected from HS2, e.g. developing skills and training within the region which may be needed to support the new infrastructure. The County Council will work to ensure that these benefits are maximised to their full potential for the residents and businesses of Leicestershire.

COMMUNICATION: facilitating wider communication on HS2

67. The Council aims to provide support to its partners and service users through strengthening the communications network between Leicestershire and HS2 Ltd and acting as a conduit between wider regional groups and local partnerships.
68. The Council will provide guidance to Parish Councils and local communities to assist them in their communications with HS2 Ltd and to prepare for the hybrid Bill process.
69. The Council will also provide a leadership role for Leicestershire - consolidating the view of the Council, its Partners, Leicestershire's businesses and local communities to provide a pro-active and co-ordinated approach to high speed rail proposals and seeking to maximise the level of mitigation that HS2 Ltd will provide.

SUSTAINABILITY: building on the legacy of HS2 and ensuring future generations benefit from it positively

70. The Council seeks to be assured by HS2 Ltd that the works undertaken to deliver HS2 are sustainable, in terms of:-
- a) any future maintenance is achievable without causing the Council, its Stakeholders and residents' additional costs or responsibility outside that which has been previously agreed with HS2 Ltd;
 - b) ensure that HS2 does not have a negative impact on the road network capacity; allows for growth where appropriate as a result of HS2 being a catalyst for development; and that it does not physically constrain planned future long-term growth within the County and surrounding areas;

- c) ensure that HS2 does not have a negative or constraining impact on the capacity of the existing rail network, and that HS2 complements this where possible;
- d) ensure that negative effects on the built and natural environment are minimised and suitable mitigation measures are implemented;
- e) the legacy of HS2 will develop skills and expertise in the region, enhance the local economy in a sustainable manner and be appreciated by future generations.

Appendix F

