

**Draft HS2 through  
Leicestershire**

**Information events**

**January 2020**

Hybrid Bill process

## Introduction

Leicestershire County Council and North West Leicestershire District Council delivered 3 Parish Information Events in January and early February, to highlight the process of the HS2 hybrid Bill and the preparations that may be required from the County, District and Parish Councils in the North of Leicestershire where the HS2 rail line is proposed.

In total 26 representatives from 15 different Parish Councils and resident groups attended the events.

The events also highlighted the learning and experience of other local authorities on HS2 phase 1 (confirmed route between London and Birmingham), this included the opportunities and challenges faced. Below is a summary of the discussions that were generated through the presentations shared at the events.

## Summary

The County and District Council, where possible, will ensure that our messages during the Select Committee process are aligned with that of Parish and Town Councils. However, we recognise that there may be some differences in the assurances and undertakings we may be seeking from HS2 Ltd therefore all organisations will have to represent themselves when petitioning the hybrid Bill at Select Committee.

Highlighted at the event as the common themes the County and District Councils will be seeking assurances for were: mitigation, communication, sustainability and economy. Examples of specific asks are;

1. Ensuring damage caused to publicly maintained infrastructure by HS2 works contractors is swiftly repaired, and that altered and new highways do not leave a legacy maintenance burden on the public purse.

2. Seeking continuity of the public rights of way network during construction, and that future altered routes provide the same or better community and recreational links that exist today.
3. Infrastructure investment in the Ivanhoe Line to help clear the way for possible future permanent use that could help bring back passenger services.
4. Ensuring the proposed Ashby Canal restoration route is protected.
5. Providing for the continued operation of County and District owned premises (in particular at the Westminster Industrial estate in Measham where several 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.
6. 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.
7. Ensuring there is appropriate noise mitigation put in place particularly where residential properties are also close to the rail line.
8. That the HS2 proposals provide the necessary rail connectivity and track/station capacity to allow for the operation of direct, 'classic compatible' rail services from Leicestershire stations, via the proposed HS2 East Midlands station at Toton to/from destinations in northern England and south.
9. That there is no diminution of rail services to London on the MML post opening of HS2, in terms of journey time, frequency of services and general standard of rolling stock.

Also discussed at the events was detail of what a hybrid Bill is and the process through parliament. It was established the hybrid Bill if granted Royal Assent would give powers to HS2 Ltd to build and operate the railway and to compulsorily acquire interests in the land required. It would also give powers to permanently or temporarily change rights of ways, including the stopping-up or diversion of highways and waterways

(permanently or temporarily) as well as carry out work on listed building and demolish buildings in Conservation Areas.

However, a hybrid Bill is subject to petition and scrutiny before Select Committees of both the House of Commons and House of Lords. A motion to petition must be passed by 51% of all members of the respective council, this applies to the County, District or Parish Council, for example if a Parish Council has 10 members 6 would need to vote in favour of petitioning. It is understood that the Select Committee will hear only Petitioners that are 'specially and particularly affected', this means 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.

Petitioners can appear in person or be represented by a parliamentary agent, they can also call upon witnesses who may be liable to cross examination by the Select Committee. Therefore, Parish Councils may like to consider who in their community has the appropriate public speaking skills, should they have to appear at Select Committee. Advice from good practice sharing with other areas on phase 1 is that a petition should contain the petitioner's concerns and an explanation of what the petitioner wants "Key Asks", exhibits such as photos, maps, tables, text extracts are helpful tools to use to tell your story. It is important to note, that the House of Lords cannot overturn decisions made in the House of Commons but can suggest amendments which the House of Commons would need to agree to.

## **Assurances & Undertakings**

Assurances and undertakings can be negotiated between the time a petition is received and the Select Committee appearance date, or they could form part of the Select Committee's findings. Assurances are akin to planning conditions that the HS2 works must adhere, and Undertakings are legally binding agreements that are enforceable by the courts. The Register of assurances and undertakings is published on Royal Assent; however, drafts are published regularly throughout the hybrid Bill

Process. A register of phase 1 and phase 2a assurances and undertakings was put on gov.uk, the same would be affected for phase 2b.

Phase 1 register of undertakings and assurances;

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

Phase 2a register of undertakings and assurances

<https://www.gov.uk/government/publications/hs2-phase-2a-register-of-undertakings-and-assurances> .

Example of assurances and undertakings secured by Parish Councils in phase 1 were;

1. Construction traffic restrictions.
2. HS2 and its contractors are required to engage with Parishes during the design and construction.
3. Construction of screening.
4. Some Parishes were provided with continuous noise and visual screens in specific locations, the screens were at least 3m in height above the nearest rail line.
5. HS2 and its contractors were required to share their road and traffic management plans with Parishes.
6. HS2 contractors were required to produce travel plans and liaise with local traffic liaison groups.

## **Next Steps**

It was agreed that another round of information events for parishes and resident groups would be beneficial once the timelines for the hybrid Bill submission has been confirmed by Government.

These events will focus on geographic areas and common themes to help form a list of key asks, and a baseline for the assurances and undertakings that Parishes and resident groups might want to secure from HS2 Ltd.

In the meantime, attendees were encouraged to feed back to their respective organisations and begin conversations with their local and resident groups were appropriate to formulate a plan and asks for their communities.

A useful links page will be created on the LCC (HS2) website; [HS2@leics.gov.uk](mailto:HS2@leics.gov.uk) This will be used as a tool to help inform communities in North West Leicestershire of developments on HS2.

The County and District welcome conversations on any questions or concerns Parish Councils have regarding how to engage with HS2 Ltd and the parliamentary process. We are happy to signpost to the appropriate channels and information.

ENDS.