

Report to: West Yorkshire Combined Authority

Date: 14 February 2019

Subject: **HS2 Consultation**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1. Purpose of this report

- 1.1 To provide an update on the recent consultations from HS2 on their working draft Environmental Statement and working draft Equalities Impact Assessment.
- 1.2 To inform members about the Combined Authority response to the above consultations.

2. Information

Background

- 2.1 HS2 is the single largest investment in national infrastructure in the UK. It will act as a catalyst for regeneration and growth, stimulating connectivity to towns and cities across the Leeds City Region and the North, improving skills and job prospects and creating opportunities for businesses.
- 2.2 Once completed HS2 will connect Leeds to London in 1 hour and 21 minutes and Leeds to Birmingham in 49 minutes with services every twenty minutes. Delivery of HS2 is anticipated to generate an extra £54bn GVA to the region's

economy and create 41,000 jobs through interventions proposed by the HS2 growth strategy.

- 2.3 As part of the HS2 project, Leeds station will be transformed to create a world class gateway providing seamless interchange between HS2 services and those offered by existing rail services and also Northern Powerhouse Rail. Under current proposals Leeds will be the only HS2 station within West Yorkshire. It is important that Leeds station can be developed as a regional transport hub.
- 2.4 A hybrid bill will be submitted to Parliament next year seeking powers and planning permission for the construction and operation of the HS2 phase 2b railway. It is expected that construction will begin 2023/4 and the commencement of services in 2033.
- 2.5 HS2 recently carried out two consultations on HS2 Phase 2b covering their working draft Environmental Statement (WDES) and working draft Equality Impact Assessment. It is worth noting that this is a point-in-time assessment in the ongoing development of phase 2b. The proposed scheme will continue to be redesigned to take into account feedback from this consultation and also ongoing dialogue with the Combined Authority and district partners.
- 2.6 Our district partners, as planning authorities, responded separately on matters of local interest with the Combined Authority addressing the wider, regional issues and strategic impacts of the scheme with a focus on public transport. Both consultations closed on 21 December 2018. A draft response was circulated to members prior to the deadline and comments are incorporated in the final response to HS2.
- 2.7 The full response to the HS2 consultations is provided in **Appendix 1**.

The Working Draft Environmental Statement (WDES)

- 2.8 The WDES sets out information on the HS2 route including plans, profile maps and mitigation measures during construction for the preferred route. This is a non-statutory stage statement but it provides an opportunity to respond to the design and proposed mitigation measures. Much of the information presented in the WDES is at quite a high level. More details on the impacts of HS2 construction and operation, including outputs from detailed modelling assessments, will be available when the final environment statement is produced. This will provide a further opportunity for the Combined Authority and district partners to respond to the HS2 proposals.
- 2.9 Communities along the route will be disrupted in a number of ways, both along the immediate route and in surrounding areas with the majority of impacts as a result of construction of the railway. Measures will be undertaken by HS2 Ltd to mitigate all these impacts. To build the HS2 line including new viaducts, cuttings and tunnels will require 9 construction compounds and 53 satellite sites to store machinery and raw materials. Many of these sites will return to their former use once the railway is completed.

- 2.10 Under the current proposals within West Yorkshire, the 56km HS2 route will require the demolition of 15 residential and 60 commercial properties, with 58 roads and 39 footpaths either closed or diverted, 755 hectares of land (a third of which is prime agricultural taken out of use) and 141 hectares of wildlife and woodland impacted.
- 2.11 The Combined Authority's response has therefore called upon HS2 to plan for and mitigate as far as possible the consequences of these impacts including:
- The disruption to the transport network including where it will worsen congestion, increase journey times and have a negative impact on local bus and rail services;
 - Where HS2 is expected to have an adverse environmental effect for example on existing green and blue infrastructure and air quality;
 - Where businesses are particularly affected, the need for support packages to be implemented well in advance of any relocation dates;
 - To ensure that Leeds station is HS2 ready, with the full implementation of the Leeds integrated station masterplan;
 - To work with Transport for the North to properly integrate HS2 with Northern Powerhouse Rail;
 - To continue to align plans for the HS2 depot with the plans for the Enterprise Zone (EZ) and compensate the Combined Authority for the loss of income that building the depot in the EZ has caused.

The Working Draft Equality Impact Assessment (WDEIA)

- 2.12 The WDEIA considers the potential effects of building and operating the railway on groups protected by the Equality Act (2010).
- 2.13 The Combined Authority response to the WDEIA is at the end of the consultation response at **Appendix 1**. The response commented that the needs of all users need to be considered throughout the process in order to ensure we have a more accessible transport system which meets user needs and reduces barriers to travelling

3. Inclusive Growth Implications

- 3.1 There are no inclusive growth implications directly arising from this report. HS2 will contribute to inclusive growth by connecting people to new labour markets and providing employment and supply chain opportunities during construction and operation of the line.

4. Financial Implications

- 4.1 There are no financial implications directly arising from this report.

5. Legal Implications

5.1 There are no legal implications directly arising from this report.

6. Staffing Implications

6.1 Response to HS2 consultation is currently dealt with by the existing resources within the Rail team and supported by wider team in the Policy, Strategy and Communications Directorate.

7. External Consultees

7.1 The consultation responses were shared in draft with the officers of district partners and members of Transport Committee and Combined Authority.

8. Recommendations

8.1 That the members note the final responses in Appendix 1.

9. Background Documents

9.1 The HS2 Working draft environmental statement

<https://www.gov.uk/government/collections/hs2-phase-2b-working-draft-environmental-statement>.

9.2 High Speed Rail (Crewe to Manchester and West Midlands to Leeds) Working Draft Equality Impact assessment Report

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

10. Appendices

Appendix 1 – Response to Working Draft Environmental Statement and the Working Draft Equality Impact Assessment Report.