

## AGENDA MANAGEMENT SHEET

**Name of Committee** Communities Overview and Scrutiny Committee

**Date of Committee** 3 November 2010

**Report Title** High Speed Rail 2

**Summary** This report outlines the status of the Government's proposals for HS2, confirms Warwickshire County Council's role to date and updates Members on the next steps.

**For further information please contact** Mandy Walker  
Group Manager Regeneration Projects and Funding  
Tel. 01926 412843  
[mandywalker@warwickshire.gov.uk](mailto:mandywalker@warwickshire.gov.uk)

**Would the recommended decision be contrary to the Budget and Policy Framework?** No

**Background Papers** See: [www.warwickshire.gov.uk/hs2](http://www.warwickshire.gov.uk/hs2)

### CONSULTATION ALREADY UNDERTAKEN:-

*Details to be specified*

Other Committees ☐ .....

Local Member(s)  
(With brief comments, if appropriate)

☒ Councillor J Appleton  
Councillor M Doody  
Councillor P Fowler  
Councillor J Lea  
Councillor T May  
Councillor B Moss  
Councillor D Shilton  
Councillor B Stevens  
Councillor J Whitehouse

} for information

Other Elected Members

☒ Councillor R Sweet,  
Councillor C Williams  
(HS2 Working Party, with above local Members).

Cabinet Member  
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

☒ Portfolio Holders/Support: Councillor A Cockburn  
Councillor J Appleton.

Chief Executive	<input type="checkbox"/>	.....
Legal	<input checked="" type="checkbox"/>	I Marriott
Finance	<input type="checkbox"/>	.....
Other Chief Officers	<input type="checkbox"/>	.....
District Councils	<input type="checkbox"/>	.....
Health Authority	<input type="checkbox"/>	.....
Police	<input type="checkbox"/>	.....
Other Bodies/Individuals	<input type="checkbox"/>	.....

**FINAL DECISION**                      **NO**    *(If 'No' complete Suggested Next Steps)*

***SUGGESTED NEXT STEPS :***

*Details to be specified*

Further consideration by this Committee	<input checked="" type="checkbox"/>	March 2011
To Council	<input type="checkbox"/>	.....
To Cabinet	<input checked="" type="checkbox"/>	Date to be confirmed, subject to Government's consultation timetable.
To an O & S Committee	<input type="checkbox"/>	.....
To an Area Committee	<input type="checkbox"/>	.....
Further Consultation	<input type="checkbox"/>	.....

**Communities Overview and Scrutiny Committee -  
3 November 2010**

**High Speed Rail 2**

**Report of the Strategic Director for  
Environment and Economy**

**Recommendation**

That Members:-

1. Note the content of the report and status of the Government's proposals for HS2.
2. Comment on the officers' suggestions for the next steps for the Council to take (section 6).
3. Receive subsequent reports on HS2 and in particular the Government's formal consultation in the New Year on the proposed HS2 route.

**1. Background**

- 1.1 On 11 March Government announced its preferred route for a high speed railway (HS2) from London to the West Midlands, and crossing through Warwickshire. The work to support the proposal has been undertaken by HS2 Ltd ( the company set up to deliver the scheme). HS2 Ltd. made its plans available on 11 March 2010 at [www.hs2.org.uk](http://www.hs2.org.uk) and subsequently Warwickshire County Council (WCC) set up [www.warwickshire.gov.uk/hs2](http://www.warwickshire.gov.uk/hs2) as a key data base for sharing all HS2 information.
- 1.2 About a third of the 150 km HS2 route from London- Birmingham would be within Warwickshire. Initial estimates indicate a cost of £17b. The government envisages enabling works starting in 2015, with the scheme taking at least 6-10 years to construct.
- 1.3 HS2 Ltd. was appointed to carry out further work to develop proposals and subject to completion of this work, a formal public consultation was proposed, to start this Autumn.

- 1.4 At the same time Government consulted on proposals for an Exceptional Hardship Scheme. In April Cabinet approved that Warwickshire County Council:-
- (i) engage with HS2 Ltd. during the pre consultation period to help achieve maximum benefit from the formal public consultation,
  - (ii) respond to the Government consultation supporting the principle of an Exceptional Hardship Scheme.

Following the consultation exercise, Government opened the Exceptional Hardship Scheme on the 20 August. Scheme details can be found at: <http://www.hs2.org.uk/exceptional-hardship-scheme/EHS-Guidance-and-Application-Form-57988>

- 1.5 A an officer working group was established in March and a Member working group set up in July.
- 1.6 Between March and April this year WCC requested answers and specific information on a range of issues from economic benefits to noise and atmospheric impacts, the effects of property acquisition, land and community severance, roads and footpath diversions, the impacts on landscape, heritage and bio diversity and more. HS2 Ltd. responded to all WCC 's questions, (**Appendix A**) but most of the detailed information requested has not been provided. This is a key area of concern raised in section 5 below.
- 1.7 In May the new coalition Government pledged to support HS2, along with a northern connection which is deemed by the new Government as essential. The Government in June therefore extended the remit<sup>1</sup> of HS2 Ltd. to provide further plans for extending the rail route to Manchester and Leeds and to incorporate a Heathrow Link, in addition to further development proposals linking HS1 and HS2. As a result the public consultation set for Autumn 2010 has now been moved to start early 2011.
- 1.8 On 9 August 2010 The Leader of the Council wrote to the Secretary of State for Transport, Philip Hammond (letter attached in **Appendix B**), asking for a meeting with WCC and 10 leaders of other local authorities along the route, to discuss the Government's intentions for identifying the route and its impact on communities. We have recently received a positive reply from the Secretary of State and a meeting is now being arranged.
- 1.9 On 8 September this year, the Government published 'Refining the Alignment of HS2's Recommended Route'<sup>2</sup>. **Appendix C** of this report contains a series of maps showing the initial recommended route and the refined alignment for comparison. Further comments on this are made in section 2 below.
- 1.10 Most recently on 5 October, Philip Hammond announced the Government's preferred intention for the northern extension of HS2 – the so-called 'Y' network option, incorporating two separate legs from Birmingham to Manchester and

<sup>1</sup> Secretary of State for Transport – Mr P Hammond's letter to Sir B Briscoe Chair of HS2 Ltd, June 2010

<sup>2</sup> High Speed Rail London to the West Midlands and beyond Supplementary Report – HS2 Ltd. September 2010.

from Birmingham to Leeds, with options for serving the East Midlands and South Yorkshire. The detail report on the specific routes developed through this work is due December 2011.

## **2. Current Status of Proposal**

2.1 The Government's commitment to HS2 is based on provision of a high speed rail network for the whole of Britain, which they state will bring economic benefits across the regions. The business case, along with a plethora of reports on the benefits, are held on [www.warwickshire.gov.uk/hs2](http://www.warwickshire.gov.uk/hs2). Opinion, both expert and amateur, is divided on the merits of the national business case for high-speed rail in the UK. The coalition Government and the opposition are convinced that there is a strong case in favour whilst some commentators and local opposition groups claim it has serious weaknesses. Most recently, Government appears to be resting its business case for HS2 on the wider network (the 'Y') rather than on the London-Birmingham section in isolation. Due to a lack of information your officers are not (yet) in a position to evaluate the pros and cons of the arguments deployed either way.

2.2 HS2 Ltd's. report to Government on a refinement of the alignment was undertaken as part of their remit to "further refine the assessment of, and proposals for, mitigation of impacts of Route 3, especially in respect of noise and other environmental. "

2.3 Summary comments on the revised alignment are as follows:

The realignment moves away from the villages of Ladboke and Stoneleigh Village, but closer to Southam, Kenilworth, Cubbington and RASE showground. Therefore whilst the route change may benefit some, it may equally cause a greater number of people further concerns. The changes include drops in height of the line along several sections and reduction in length of some viaducts and bridges along the Warwickshire section. Specifically the long viaduct over the floodplain at Ladbroke has gone and at Burton Green the line is now in a tunnel. Detailed impacts remain to be quantified.

2.4 Similarly the recent proposal for a Y shaped route linking northwards, may well have further impact for Warwickshire, as it may mean a branch off to the north-east potentially through or alongside Kingsbury Water Park, but we will need to await the detail of the Y proposal to examine this properly.

## **3. WCC Role**

3.1 The County's role to date has been both as an interested stakeholder requesting meetings and additional information, and as a facilitator and conduit for communication with HS2 Ltd. and groups and interested individuals across the County.

3.2 On communication, WCC has established a dedicated website – it's aim to provide a strong body of evidence and source of information on the proposed rail route and includes:-

- (i) links to government, HS2 Ltd. local government, the number of action groups set up in the County as well as the national HS2 Action Alliance
- (ii) links to reports produced by academics and rail consultancies
- (iii) Maps produced using GIS to illustrate the proposed route's interaction with the landscape, heritage and bio diversity of Warwickshire
- (iv) Pursuing questions with HS2 Ltd. And publishing responses to the web site.

Provision has also been made for those without web access by supplying information to libraries along the route, parish councils, community forums and in a few cases to individuals.

- 3.3 There is still an absence of information being produced and provided to WCC, including data on local economic impact assessment, environmental impact assessment and appraisal of sustainability reports. Without this information it has not yet been possible for officers to present a report to Members to allow the County Council to either scrutinise the impact of the route or arrive at a balanced judgement of the costs and benefits of the proposed HS2 Preferred Route and subsequent refined alignments, or examine the mitigation measures that need to be taken. Until such information is forthcoming then WCC cannot take a considered view on the impact of HS2 on Warwickshire.
- 3.4 The Director of Environment and Economy represents WCC at regional level on the HS2 Steering Group, which comprises representatives of all the regional local authorities and key stakeholders, including HS2. The regional group remit is to provide both a sounding board and a co-ordination role on HS2, for the whole of the West Midlands.

#### **4. Other Local Authorities Responses To date**

- 4.1 **Appendix D** identifies the 18 LAs affected by the route. Along the route there are differing LA views of HS2 , some supporters and some against and some, as with WCC who consider that they are not yet in a position to take a properly reasoned decision (see paragraph 5.3 below). Some have indicated they're not overly concerned as the impact is minimal while those fully in favour are largely limited to the authorities who seek to potentially gain from the proposals through having stations in their areas. Members may wish to consider inviting a representative from the affected LAs to a future meeting(s).

#### **5. Key Issues for WCC**

##### **Process**

- 5.1 Whilst welcoming the communication to date from HS2 Ltd. officers remain concerned at the lack of direct engagement with this Authority, over both the forthcoming consultation process and specifically the ad hoc changes that have been published in the last month. The issuing of these revisions raises concerns over the lack of a comprehensive approach to considering route alternatives.

## Communication and Consultation

- 5.2 To date we have carried out several communications meetings with Members in affected constituencies, Parish, District, Borough and Town Councils, representatives from the action groups – these have highlighted further communication approaches which have been implemented – paper copies of maps detailing routes placed in local libraries, updates appearing in parish council news sheets, email alerts of additions to the website. In addition a dedicated email account has been set up to provide the public with a single point of contact for queries. Officers have also attended a number of community forum meetings and will continue to do so. In addition, officers will be closely involved with HS2 Ltd. in the process arrangements for the formal consultation, to ensure both residents and businesses within the County are given the fullest opportunity to contribute .

## Economic Case

- 5.3 If we are to properly and fully consider the economic benefits for Warwickshire of HS2, then we need disaggregated data, which goes beneath the national macro economic information, presented so far (3). Whilst we can second guess the likely spin offs, which could arise from any major infrastructure project, including HS2 (eg building of M40, M6 Toll Road), we need to have some certainty at the start of the process what these are likely to be and to establish a baseline of local economic benefits and moreover set out what we would expect to gain, as a minimum ( in much the same way we have required local labour sourcing and skills and employment development programmes , as part of our regeneration projects).
- 5.4 In summary local economic benefits may well mirror some the of anticipated regional benefits:-
- (i) local labour supply for construction in Warwickshire and beyond
  - (ii) supply chain links with local businesses engaged in the manufacture and design of the line/trains
  - (iii) business benefits from increased competitiveness, arising from increased productivity because of shorter journey times and more efficient working
  - (iv) relocation of firms into Warwickshire to be closer to HS2
  - (v) increase in job opportunities for Warwickshire residents in Birmingham/ NEC/Solihull.

However in the absence of information on the scale, nature and distribution of local economic benefits, we cannot make a proper assessment and Members lack sufficient detail to scrutinise the effects for Warwickshire.

- (3) High speed Rail in Britain consequences for employment and economic growth – a report commissioned by Greengauge 21 from KPMG  
Meeting the Capacity Challenge: The case for new lines – report by Steer Davies Gleave, for Network Rail;

## **Rail Capacity**

5. HS2 Ltd. has identified that a key benefit of building HS2 would be additional capacity for local, regional and freight services on the West Coast Main Line railway between Birmingham-Coventry-Milton Keynes –Euston. The additional capacity would be as a result of needing fewer high speed ‘inter city’ style services between Birmingham and London on the WCML because of passengers switching to use HS2 travel between Birmingham and London. At the time of drafting this report, CENTRO have just launched a report on passenger rail forecasting capacity. An update on this will be provided at the meeting.

## **Freight impact**

5.6 Given Warwickshire has two rail freight terminals in/ adjacent to it, (Hams Hall and DIRFT) we would wish to identify and quantify with more certainty the levels of any additional capacity on the WCML and how this might be used directly within Warwickshire to benefit business and the transport network.

## **LTP3**

- 5.7 HS2 is likely to have a mixed effect on existing rail services within Warwickshire. Whilst there could be an increase in local and regional services along the WCML, which could benefit stations such as Atherstone, Nuneaton and Rugby, there is also a risk of a reduction of high speed inter city style services at Birmingham International and Coventry. Both these stations are used by Warwickshire residents for travel to London. It is not understood what other effects on rail services there might be at this stage but Rugby, Nuneaton and Atherstone could all be affected. There could also be mixed effects on the Birmingham-Leamington-Banbury-London Marylebone line. Access to the HS2 station would also need to be addressed.

## **Environmental impact**

- 5.8 Until we receive the environmental impact assessment data we cannot fully quantify the impact on the environment of HS2, including landscape impact, noise, light pollution, full blight impact and carbon footprint impact. There are however pieces of work which we can undertake, using in house data sets and in house officer expertise and we will start this work, ahead of the consultation, combining it with the existing data sets we have already produced on the web maps, identifying a range of protected landscapes, listed buildings etc.

## **6. Next Steps**

- 6.1 The Leader will meet with the Minister for Transport , in due course and seek clarity on the issues raised in his letter of 9 August.
- 6.2 It is clear that the information required to examine the impact of HS2 on Warwickshire, is not likely to be forthcoming in the short/medium term. Therefore the Council, via it's HS2 Members working group, needs to consider commissioning specific pieces of work, either independently or as part of a



regional working group, to help plug the current gap in information on local impacts, which will allow a proper examination of the impact of HS2 for Warwickshire. Subject to Overview and Scrutiny Members views and the HS2 Members working group, a detail proposal along these lines will be put to Cabinet/Portfolio Holder for approval.

- 6.3 In addition internal work will be undertaken to examine in more detail the impact of the revised alignment and Y route proposal , on existing County held data sets.
- 6.4 HS2 Ltd. are holding a series of technical workshops in Oct /Nov, prior to the formal consultation commencing, to consider the following areas: infrastructure and technical specification; noise; modelling ,forecasting and economic appraisal. Officers will be attending and will report back.
- 6.5 Officers will continue to work with the Regional Steering group , including supporting a forthcoming business event later this year, to ascertain the views of businesses across the West Midlands on HS2.
- 6.6 There are many lessons that can be learnt from existing major infrastructure projects, both within the region and externally eg HS1. Internal work will also be carried out to capture these lessons, to ensure Warwickshire is best placed to respond when the Government opens its consultation on HS2.
- 6.7 We will continue to be a conduit for disseminating information to local groups and individuals on HS2 and will work with HS2 Ltd. to seek to ensure the formal consultation process is adequately delivered within Warwickshire.
- 6.8 Further reports will be brought back to this Committee and Cabinet, as appropriate.

## **7. Financial Implications**

- 7.1 The current budget for the WCC HS2 project is £50k, (a dedicated HS2 budget for 2010/11 only , within EED's budget) of which just over £300 has been spent on maps and communication. If Members decide to commission local economic and transport impact work this will have a significant draw on the remaining budget and, if it cannot be carried out using in-house staff, further funding will be required to employ consultants.

## **8. Risk**

- 8.1 For WCC the current risks include:-
  - (i) Failure to identify the benefits and disbenefits of the project sufficiently to come to an informed decision about the merits of the project for Warwickshire.
  - (ii) Inadequate funding to facilitate the above if the facts are not forthcoming from HS2 Ltd or others.
  - (iii) Managing the conflicting pressures from opponents and supporters

All of which will be kept under review.

## 9. Timeline

Estimated Timing	HS2 Project Stage
Late October 2010	Announcement of preferred network shape and future approach
Early 2011	Consultation on high speed rail London to West Midlands Route
Late Summer 2011	Publication of line of route from Birmingham to Manchester/Leeds
Autumn 2011	Announcement on London to West Midlands final route
Early 2012	Consultation on line/s of route north of Birmingham
2012	Anticipated Hybrid Bill
2015	Commencement of enabling works

## 10. Conclusion

- 10.1 The Coalition Government is clearly committed to progressing HS2 and, in doing so, is receiving the support of the opposition party at Westminster. WCC is not currently in a position to scrutinise or examine properly the impact of HS2 for Warwickshire. However, there are several pieces of work that can be progressed, which, along with continuing to work with both local and regional groupings, will assist WCC in its eventual detailed consideration of HS2 and assessment of its impact on Warwickshire and its wider sub-region.

PAUL GALLAND  
Strategic Director for Environment and Economy  
Shire Hall  
Warwick

22 October 2010

## Communities Overview and Scrutiny Committee - 3 November 2010

### High Speed Rail 2

#### HS2 Ltd Responds to Warwickshire County Council Questions

##### WCC Question (31 March 2010)

**Q1) Economic Benefits:** We need to understand how, in particular, the claimed benefit of HS2 of "deeper labour markets and wider pools of customers" (para 3.3, Command Paper) has been (or can be) measured in terms of economic benefits to Warwickshire and its Coventry Solihull Warwickshire (CSW) Sub-region. It has proved difficult to identify from the published material - the [HS2 Ltd Report to Government](#) and the [Government's Command Paper](#) - what is the scale, nature and distribution of economic benefits likely to accrue to the West Midlands Region and, more particularly, CSW. So, we would be grateful if you could point us to the specific documents on which we can rely to explain the particular relevance of the overall conclusions to us here in Warwickshire of paragraphs. 3.3 and 3.37-3.42 of the [Command Paper](#).

##### HS2 Ltd Answer (22 April 2010)

It is difficult to identify with any certainty regionally specific potential economic benefits. The evidence base around 'deeper labour markets' etc (also called Wider Economic Impacts) refers to national macro-economic processes. It is very difficult to arrive at firm conclusions on potential local and regional economic impacts.

We believe that there may well be benefits to Warwickshire – reduced long distance traffic on local roads, the M6/M40 etc may well reduce congestion and boost local economic outcomes. One could also argue that the improved access to London (via either released capacity or via the proposed Birmingham Interchange station) may open up new markets for local businesses, or that HS2 by boosting the economy in Birmingham, this might open up job opportunities for people in Warwickshire. However there are a range of other local impacts which might work in either direction (e.g. Birmingham draws in activity from the surrounding region). Unfortunately we do not have definitive evidence one way or the other on this point.

May I refer you to Appendix 3 of the [HS2 Demand Model Analysis report](#) which provides an overview of the experience elsewhere but with a focus on areas that could have a station directly on the high speed line rather than those near to one. This indicates that high speed rail could open up economic opportunities, but it would have to be effectively integrated within the regional spatial plans and transport network.

##### WCC response (28 April 2010)

WCC's response to the Autumn consultation will have to balance the overall economic and transport benefits of the proposed HS2 and its Preferred Route for Warwickshire as a whole against the environmental and potentially other adverse impacts. Therefore, unless HS2 Ltd is able to identify the scale, nature and distribution of economic benefits likely to accrue to the West Midlands Region and, more particularly, to Warwickshire and its Sub-region, then this balancing exercise cannot be carried out properly. Whilst,

in theory, we could hire consultants (at, no doubt, considerable expense) to do the work, we consider that it is for the promoters of a project to substantiate the benefits claimed for their project to the extent that they can be identified as applying or not to those whose views are to be sought in the consultation process. Without such information, the consultation could not be regarded as an 'intelligent consultation'. We urge HS2 to carry out the further work that this requires and make it publicly available well in advance of commencement of the consultation.

### **WCC Question (31 March 2010)**

**Q2) Freight Transport:** There is considerable reliance in the documentation on the transport benefits of HS2 in releasing capacity for increased conventional rail services, particularly freight on the West Coast Mainline (WCML) (e.g. at paragraphs. 8.22-8.25, [Command Paper](#)). We are especially interested in the prospect of lifting the current 'brake' on modal shift of long haul freight from road to rail, specifically at the major logistics locations in and adjacent to Warwickshire where there are currently under-used rail freight terminals (e.g. at DIRFT, Hams Hall). In this connection, we would be keen to see the notional distribution of the released capacity used to inform the HS2 business case. And whilst we note that the [Command Paper](#) says that "actual allocation of capacity would be carried out through industry processes" (para 8.25, [Command Paper](#)), I would expect that we will be looking for the claimed benefits of HS2 - including the WCML released capacity benefit - to be to some degree ring-fenced or otherwise linked to the broad locations bearing the brunt of its physical impact, including Warwickshire. I would appreciate your advice on how we might go about securing this through the Hybrid Bill process.

### **HS2 Ltd Answer (22 April 2010)**

Our assessment indicates that the construction of a high speed line from London to Birmingham would release significant amounts of rail capacity on the southern section of the West Coast Main Line (WCML), south of the point where the new line would rejoin the WCML to the north of Lichfield. North of that point, the addition of high speed would mean the WCML becoming more intensively used than it is currently. Therefore, we believe that the released capacity for freight during the daytime could only really be used for services to/from the south or east of Warwickshire, for example DIRFT to Felixstowe, Hams Hall to Tilbury, or Birch Coppice to the Channel Tunnel (and onward to Europe).

You may wish to know that the idea of ring-fencing some of this new capacity for freight services has also been raised by the [Rail Freight Group](#). This would not be a simple exercise. In circumstances such as the construction of Crossrail, where the outcome was potentially a reduction of available capacity for freight on the Great Western Main Line, the parties followed the formal dispute process and an agreed level of paths and additional infrastructure for freight operations was the result. In HS2's circumstances, where additional capacity is being released – in excess of the likely requirements of passenger operators on the route – it is difficult to envisage such a process being followed.

A better model might be the process used to develop the December 2008 WCML timetable, where an all-industry working group led by the DfT set the remit for the timetable development work. This involved the production of a "standard hour" timetable which included long distance and local passenger and freight services. This ensured that a suitable level of freight paths was incorporated in the draft timetable.

Therefore, in due course Warwickshire Council (and other interested bodies such as the terminal operators) may wish to consider how they could co-ordinate their thoughts, possibly via the [Rail Freight Group](#), to propose a specification for the freight paths on the southern part of the WCML post HS2. Such a specification could possibly form the starting point of a remit for the timetable development process.

### **WCC response (28 April 2010)**

This is a helpful response – at least as far as it goes. However, it is both unrealistic and unfair to put the onus on the County Council and other councils and bodies to take the initiative with a national body (DfT Rail) in these circumstances. We consider that it should be HS2 Ltd's responsibility to approach the all-industry working group led by DfT Rail with a specific request that it addresses the HS2 implications for releasing capacity for long distance and local passenger and long haul freight services on the WCML and consults on proposed arrangements for delivering the claimed HS2 rail transport benefits – in particular those appropriate for the West Midlands, Warwickshire and its Sub-region. This could usefully be part of the overall HS2 consultation proposed by Government starting in the Autumn.

### **WCC Question (31 March 2010)**

**Q3) Noise Impacts:** The collective experience of Warwickshire residents and businesses in high-speed rail travel is thought to be quite limited and that of living or working near high-speed rail lines (with train speeds in excess of 200mph) is likely to be extremely rare/non-existent. Given the proposed speeds, frequency and railway & train designs, we struggle to understand what noise is likely to be generated and its impact on people living and working in the 'locality'. I note in paragraph 5.49 of the [Command Paper](#) that HS2 Ltd's "careful analysis" of the Preferred Route concludes that about 350 dwellings could experience high noise levels with a much larger number experiencing a noticeable noise increase.

- It would be helpful to us to know what is meant by 'high noise levels' and 'a noticeable noise increase' and the locations and numbers of those dwellings likely to be affected in Warwickshire.
- We also note that Government has commissioned HS2 Ltd to do more detailed analysis of noise impacts on settlements and options for mitigation before the public consultation (presumably to comply with the [Transport & Works \(Assessment of Environmental Effects\) Regulations 2006](#)). Can you confirm that your further work on noise impact will cover other uses in addition to dwellings such as offices and schools (NB. as per British Standard 82233 & Building Bulletin 93).
- It would also be useful if you could give us an idea of the location and extent of dwellings in Warwickshire to which the Noise Insulation (Railways and other Guided Transport Systems) Regulations 1996 are likely to apply (i.e. re. secondary glazing/ alternative ventilation).

### **HS2 Ltd Answer (4 May 2010):**

The HS2 adopted High noise levels are noise levels equal to or greater than 73 dB LAeq,18hr. HS2 has considered a noticeable noise increase of at least 3 dB LAeq,18hr with a resultant noise level of greater than 50 dB LAeq,18hr. Numbers of dwellings affected have not divided into regions.

Further studies have been commissioned to reflect the requirements of the Command Paper and will be published in the Autumn prior to consultation. In due course an Environmental Impact Assessment will be prepared in accordance with [Council Directives 85/337/EEC](#) and its [amendment 97/11/EC](#) and an Environmental Statement will be prepared to accompany the deposit of a draft hybrid Bill to be put before Parliament. That environmental impact assessment (EIA) will cover both residential, commercial and community effects of noise.

The NIRR is designed to offer noise insulation in certain prescribed qualifying circumstances. The actual location of eligible properties will not be known until more detailed predictions are undertaken.

- [Examples of decibel sounds](#)
- [Noise and sound definitions](#)
- [Glossary of the more technical terms](#) (PDF - 10 KB)

**WCC Response (5 May 2010):**

It is helpful to know that HS2 Ltd considers noise levels equal to or greater than 73 dB LAeq,18hr as 'high' but first we need to press you further on what has been done so far to assess noise impacts of the Preferred Route. It does not seem plausible to us for the [Command Paper](#) to say (at para. 5.49) that about 350 dwellings would experience high levels of noise without knowing where they are located. Either the [Command Paper](#) is making a wild guess or the locations have been identified to produce the estimate - which is it?

We also note HS2 Ltd's definition of a 'noticeable noise increase'. How does this relate to the 55/57 dBA noise level used in airport planning to identify the level at which 'community annoyance' begins to set in?

We are disappointed about the delay in delivery of noise contours for the Preferred Route through 'further studies'. We hope to receive the results well in advance of the Autumn consultation. Your answer indicates that they will be released just prior to commencement of the consultation. This implies that we will not be able to identify those locations where we would wish to pursue noise mitigation measures with you - in the event that the project proceeds as proposed. Moreover, we will not be able to give you advice about focussing your consultation exercises on those locations likely to be most affected. Lack of noise contours in advance of the consultation will risk missing out those locations where there could well be a 'noticeable' increase in noise levels but little or no visual impact.

Whilst we welcome your confirmation that the Environmental Impact Assessment (EIA) will cover residential, commercial and community effects of noise, again we are concerned about the timing of its availability. Your answer suggests that the EIA will not be available until after the consultation period has ended and the Environmental Statement is being prepared to accompany the deposit of a draft hybrid Bill. We consider that it is essential for the EIA to be available to inform the Consultation process (as well as the Parliamentary process) and will HS2 Ltd & DfT therefore reconsider the timing and confirm that this material will indeed be available to the public in the Autumn.

**WCC Question (31 March 2010)**

**Q4) Familiarisation:** What proposals do HS2 (or DfT) have to help familiarise us (local authorities) with the experience of high-speed rail - to help us appreciate what it is like to live near an operational line in terms of its visual, noise, vibration and atmospheric impacts on local residents and businesses?

**HS2 Ltd Answer (22 April 2010)**

As I indicated at our meeting, we are beginning to shape our thoughts and plans for the proposed Autumn consultation and in particular ways to consult and what materials and documentation to produce to help people understand the consultation and contribute to it. One of the issues we will consider is what information might be beneficial to enhance residents understanding of high speed rail in general and the potential operational impacts of the London to Birmingham preferred route option.

**WCC response (28 April 2010)**

This general sentiment is welcome but, in particular, I hope you will appreciate that the Council's and the general public understanding of what it can be expected to be like living, working or taking recreation close to or in the vicinity of an operational HS2 line is crucial to obtaining an informed response to the consultation. This understanding needs to be developed well in advance of the consultation – rather than during it. Therefore, we look forward to some early initiatives by HS2 to begin the education process.

**WCC Question (31 March 2010)**

**Q5) Environmental Impact Assessments:** How soon will HS2 be able to provide us with the details of the Environmental Impact Assessments relating to the impacts on the Warwickshire sections of the Preferred Route?

**HS2 Ltd Answer (22 April 2010)**

As part of the report to Ministers at the end of 2009, HS2 produced an Appraisal of Sustainability (AoS) report and published in March a non-technical summary of the AoS. The full AoS report has not yet been published as Ministers have asked HS2 to carry out some more work on potential mitigation. This work is underway and the results will be included in the full AoS which will be published in time for proposed Autumn consultation.

**WCC response (28 April 2010)**

It is most unhelpful that publication of the full 'Appraisal of Sustainability' will not be available well in advance of the commencement of consultation since we would look to the results of this work to steer us to those parts of the Preferred Route proposals where we would seek to understand early on the scope for mitigation. This, in turn, would inform our response to the subsequent consultation. We urge HS2 Ltd and DfT to advance the further work on mitigation ordered by Ministers and make it available to us for this purpose in 3 (rather than 6 months) time.

**WCC Question (31 March 2010)**

**Q6) Re-alignment Modelling:** Does HS2 Ltd have a model (or the capacity) to simulate local re-alignments to the Preferred Route (both horizontal and vertical) and their likely impacts i.e. In the event that the output of the EIA indicates (to us) that re-alignment should be considered?

**HS2 Ltd Answer (22 April 2010)**

Our analysis of the preferred route is supported by plan and profile drawing of route section which include horizontal and vertical alignments, as well as showing where the route might be in tunnel and where potential viaducts might be needed. If as a result of further work or as a result of the consultation the route was to deviate from the existing alignment HS2 would need to assess the impacts.

**WCC response (28 April 2010)**

This is not as helpful as we expected following the discussions on 25 March. We would wish to explore the scope for and implications of re-alignment with you during the next 6 months in those locations that the environmental impact assessment identifies serious negative effects (assuming that this environmental information is forthcoming within a reasonable time-frame – see our response to your answer to question 5 above). HS2 Ltd is requested to review its position on this issue as a matter of some urgency.

**WCC Question (31 March 2010)**

**Q7) Acquisition Schedules:** Do schedules of different types of land & property acquisition for the Preferred Route exist and when can we have access to them?

**HS2 Ltd Answer (22 April 2010)**

The HS2 Appraisal of Sustainability work carried out a broad assessment of property impacts along the route broken down into route sections. As you may know, Lord Adonis has asked HS2 to carry out some further work on the AoS for instance around mitigation of the potential impact on Stoneleigh Abbey Park and Gardens. The intention is to publish the AoS with the further assessment included in time for the proposed Autumn consultation.

**WCC response (28 April 2010)**

Our question related to the simple facts of the land and property that would need to be acquired in order to construct and operate the HS2 on the Preferred Route. We assumed that this basic information would be collated and easily available. The question has not been answered.

The answer provided is nonetheless informative in that it suggests that the delay in publication of the full 'Appraisal of Sustainability' has specifically been prompted by Lord Adonis's request for further work on mitigation in relation to Stoneleigh Park. We have no doubt that there are other locations along the Preferred Route in Warwickshire that will have a prima facie claim to such special treatment and delay in publication of the 'Assessment of Sustainability' will hinder identification of such cases. (See our response to your answer to question 5 above)



**WCC Question (31 March 2010)**

**Q8) Local Land Search:** The Local Land Search Form 'CON29' has a specific question about railways with a requirement to declare for properties with 200m of the centre-line. How should we deal with this question in relation to the current HS2 Preferred Route?

**HS2 Ltd Answer (22 April 2010)**

I am afraid HS2 is unable to answer this question. I suspect it is not a unique situation as there must be other proposals for development which are not yet at the planning stage but which may be relevant to Local Land Searches. May I suggest that you take advice from your own planning/ legal experts or you may want to consult the Department for Communities and Local Government which could offer more definitive advice on this issue.

**WCC response (28 April 2010)**

This answer should have anticipated that the question would not have been asked had clear guidance been forthcoming from the usual sources. Currently, different practices are being adopted and, in the absence of a steer from DfT, we shall seek to achieve some degree of local consistency in Warwickshire.

**WCC Question (31 March 2010)**

**Q9) Parish Meetings:** Is HS2 prepared to send representatives to local parish meetings to explain the Preferred Route proposal as it affects particular localities and answer related questions?

**HS2 Ltd Answer (22 April 2010)**

At this stage and during the election purdah period HS2 is not engaging in any activity which could be seen to promote Government policy or discuss areas of sensitive Government policy. As indicated in our meeting we want to continue engagement of practical matters around the proposed consultation plans and expect to continue discussion with Warwickshire officials soon. Discussions with local representative groups about the consultation would follow. In the meantime we are happy to take questions about high speed rail and we have set up an enquiry unit to do this.

**WCC response (28 April 2010)**

This is understood and accepted as inevitable for the next 2 weeks.

**WCC Question (07 June 2010)**

**Q10) Exception Hardship Scheme Decision:** Are you in a position to advise us of the date when the Government will announce its decision on the Exception Hardship Scheme (EHS)? Will it be in two or three months? Obviously, we wish to avoid further uncertainty in the communities directly affected by the HS2 Preferred Route through Warwickshire and your prompt response would therefore be appreciated.

**HS2 Ltd Answer (16 June 2010)**

As you know, a number of people responded to the consultation on the EHS arguing that ten weeks was not enough time to allow all interested people to comment. In response to their concerns, the Secretary of State for Transport decided to extend the deadline by a month to the 17 June.

This extension will allow more people to comment but could also mean that those

people needing to move urgently and wishing to use the Scheme could face a month's delay as these further responses are considered.

In order to minimise any delay for property owners looking to move urgently, the Secretary of State has asked the Department for Transport to have interim arrangements in place by the time a decision on the EHS is announced. So, without prejudging the outcome of the consultation, the Department will be in position to accept and start processing applications immediately a decision is taken. This should help minimise uncertainty for those affected and ensure that, if the decision is taken to proceed with the scheme, any payments can be made as quickly as possible wherever appropriate.

Your ref:  
My ref: AF/LDT  
Date: 9<sup>th</sup> August 2010



**Cllr. Alan Farnell**  
**Leader of the Council**

The Rt Hon P Hammond MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
76 Marsham Street  
London SW1P 4DR.

County Councillor Alan Farnell  
PO Box 9, Shire Hall  
WARWICK  
Warwickshire  
CV34 4RR

Tel: 01926 412217  
E-mail:  
[cllrfarnell@warwickshire.gov.uk](mailto:cllrfarnell@warwickshire.gov.uk)  
[www.warwickshire.gov.uk](http://www.warwickshire.gov.uk)

Dear Mr Hammond

### **High Speed 2 – Proposed Council Leaders' meeting**

I am writing is to request a meeting with you and ten Leaders of both County and Borough/District Councils whose areas cover at least three-quarters of the HS2 Route 3 - from Wycombe to Lichfield Districts\*. Our purpose is to obtain your urgent clarification of the Government's intentions for identifying the proposed route of HS2 between London and Birmingham and its impact on communities in between.

Our reason for seeking this clarification from you is two-fold.

First, it behoves our Councils, as responsible public bodies representing a wide spectrum of communities, to understand and communicate all of the impacts of the Government's proposal on those communities. We say this, conscious that it must be the case for all of us, whatever the stance taken on the project, either now or later on. However, whilst we await with diminishing patience the environmental impact information, it is clear from HS2 Ltd that the economic and transport benefits claimed in the Command Paper (published on 11 March 2010) have not been identified at a sufficiently local level for us to inform ourselves and our constituents of their community impact with any degree of confidence. This is most unsatisfactory. If Government wishes us to pay due regard to such 'benefits' or indeed the lack of them, then we must have the relevant information before we can respond intelligently to the proposed consultation.

Secondly, we consider that the merits of review need to be balanced against the costs of uncertainty. The Coalition Government's recent extension of HS2 Ltd's



INVESTOR IN PEOPLE

*Working for  
Warwickshire*



remit introduces further elements of uncertainty about the proposed HS2 routing and timing - whether or not they are to be welcomed in principle. Moreover, your 11 June letter to HS2 Ltd's Chairman, Sir Brian Briscoe, appears to have had the effect of adding confusion because it says on the one hand that you will wish to "...review in more detail" the recommended route (route 3 - the previous Government's 'Preferred Route') but, then on the other hand, that HS2 Ltd can continue in the meantime to further develop route 3 proposals as you intend to consult on HS2 in the New Year. Uncertainty about the route that Government intends to consult on not only widens the blighting effect - setting communities against each other - but it also makes it very difficult to identify impacts and communicate them to the public. We feel it is incumbent on Government to minimise this uncertainty as much and as fast as possible.

We look forward to your early and positive response to our request.

Yours sincerely

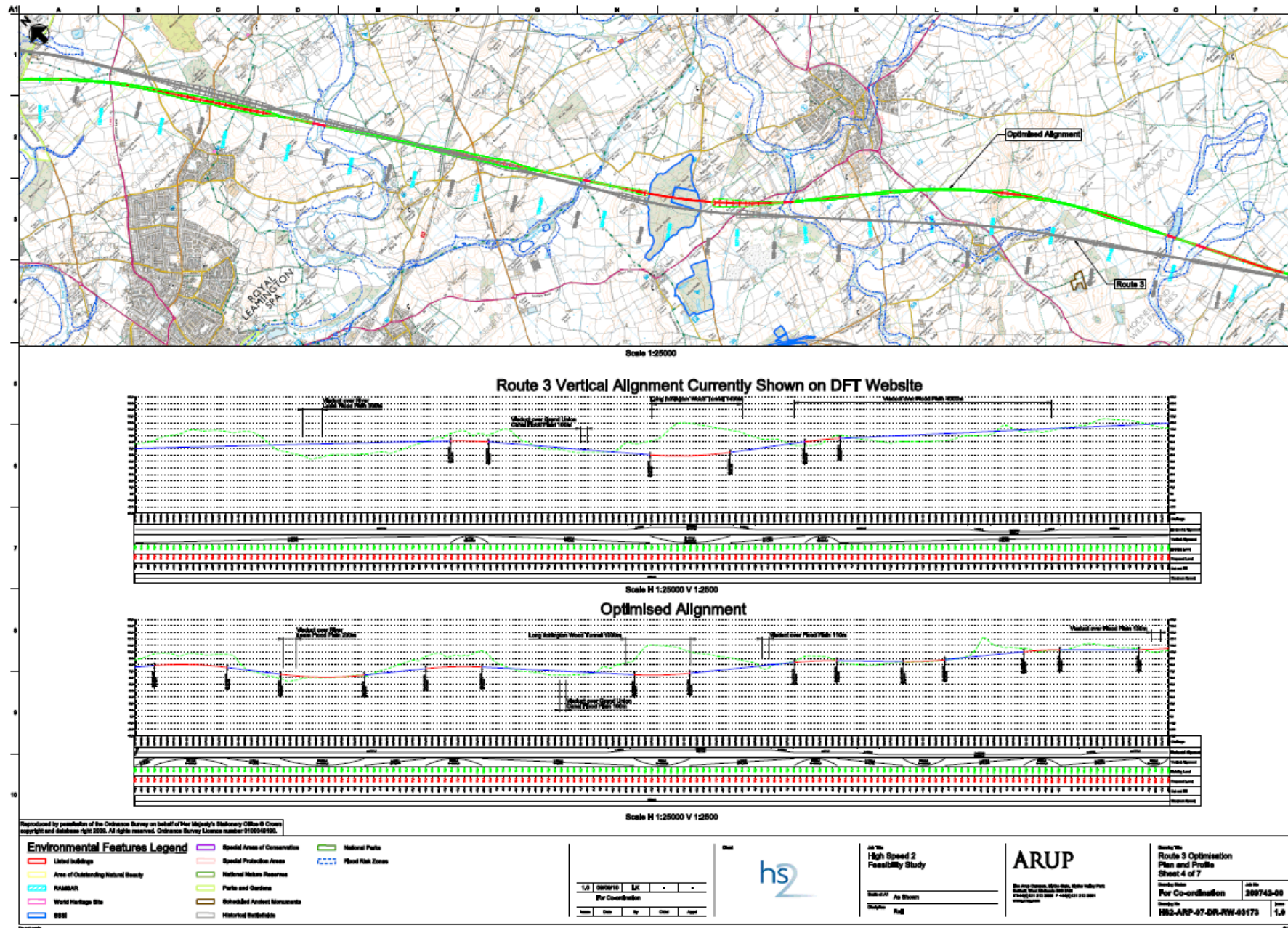


**Cllr Alan Farnell**  
**Leader of the Council**

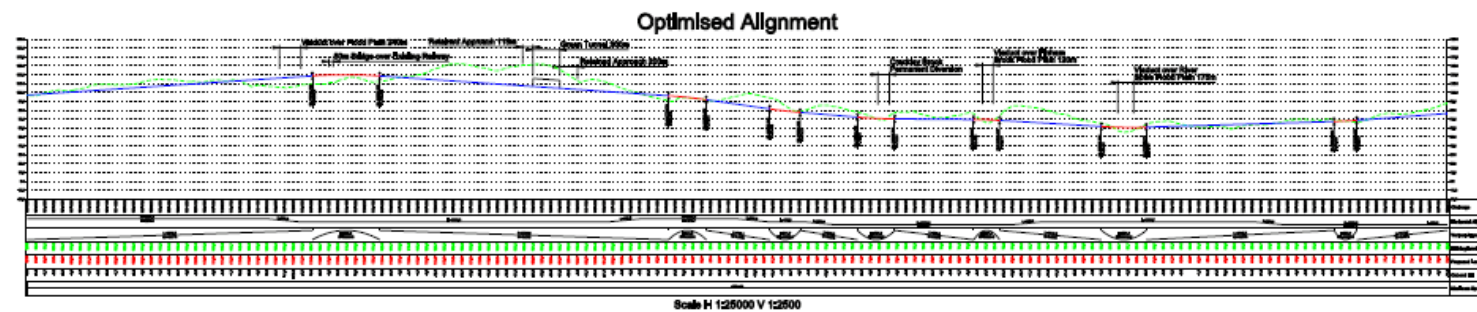
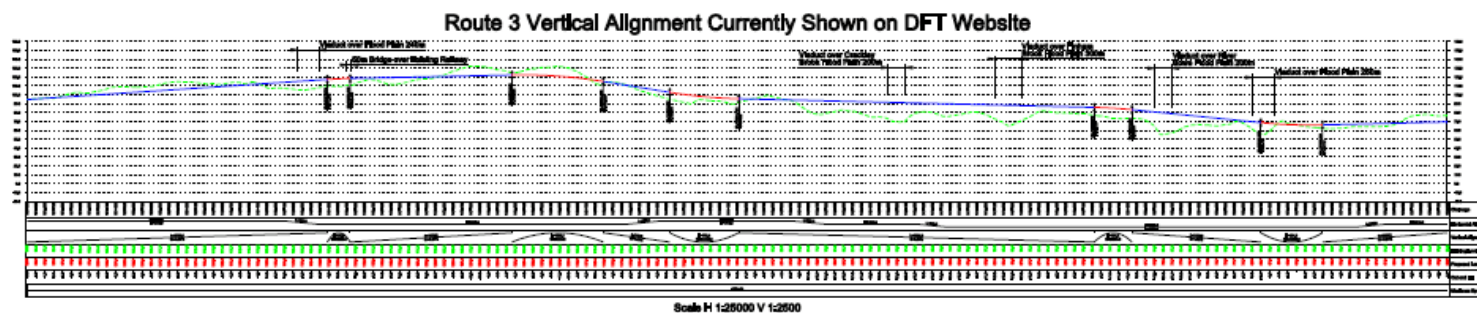
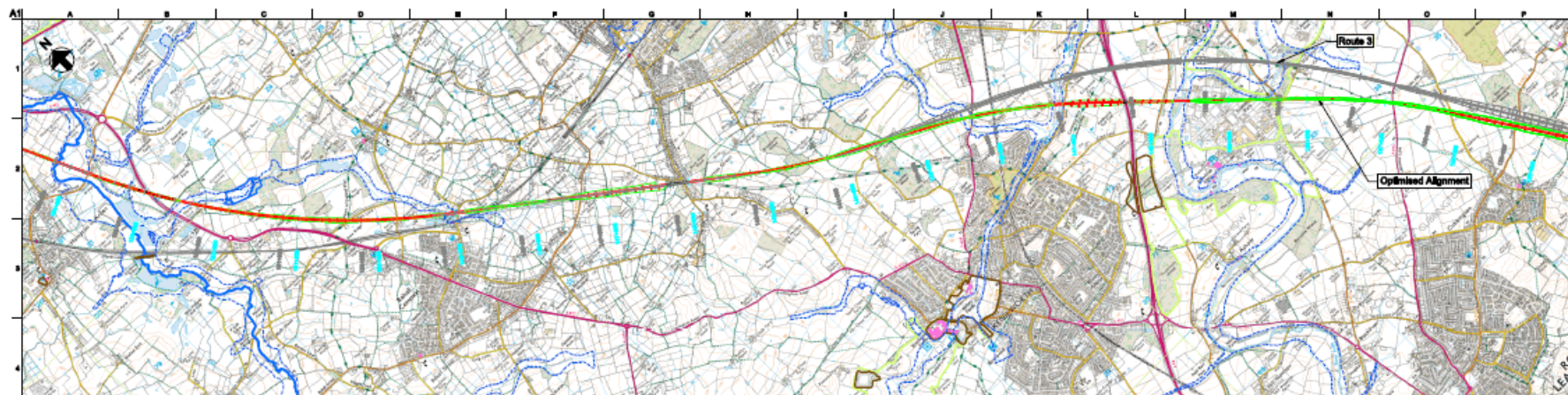
\* (i.e. Wycombe DC, Aylesbury Vale DC, Cherwell DC, Northamptonshire CC, South Northamptonshire DC, Warwickshire CC, Stratford-on-Avon DC, Warwick DC, North Warwickshire BC, Lichfield DC.)











Reproduced by permission of the Ordnance Survey on behalf of Her Majesty's Stationery Office © Crown copyright and database right 2009. All rights reserved. Ordnance Survey Licence number 0100048190.

**Environmental Features Legend**

 United Indulge	 Special Protection Areas	 National Parks
 Area of Outstanding Natural Beauty	 National Nature Reserves	 Flood Risk Zones
 RAMSAR	 Parks and Gardens	
 World Heritage Site	 Scheduled Ancient Monuments	
 BGS	 Historical Built-up	

2.0	1000010	AB	*	*
For Co-ordination				
1.0	0000010	LK	*	*
For Co-ordination				
Access	Date	By	Chk	Appd



**Job Title**  
**High Speed 2**  
**Feasibility Study**

Results of A2	As Shown
Study Size	Full

**ARUP**

Box 9999, Columbia, Maryland 21046, United States  
Tel: +1 410 528 6000 Fax: +1 410 528 6001  
[www.arup.com](http://www.arup.com)

Drawing Title  
 Route 3 Optimisation  
 Plan and Profile  
 Sheet 5 of 7

**For Co-ordination**  
HB2-APP-07-08-RW

# High Speed 2 Preferred Route Published 11th March 2010

## - Local Authority Areas Directly Affected by Route

