

### Resume of the HS2 Process is in terms of timescale

#### Current Position

- The current consultation process started on 28<sup>th</sup> February and concludes on the 29<sup>th</sup> July 2011. Many Local Authorities, Action Groups, individuals and interested parties are currently concluding their submissions to this part of the process.
- The District Council has attended meetings with both HS2 Ltd and representatives of the Department of Transport. It has also worked in close co-operation with Warwickshire County Council (and other Warwickshire Districts in opposition to the scheme). Warwick District has also been at the forefront of the establishment and financing of the 51m group consortium of some 13 Local Authorities in a unified stance against HS2.
- As part of the consultation HS2 Consultation has also provided 'road show' events across the District in June, however whilst these appear to have been well attended, feedback would suggest that members of the community felt generally unhappy with their format and also the inability of the staff present to fully answer many of the public's genuine questions/ concerns.
- We should also be aware that due to the high profile nature of reaction to this consultation the Governments Transport Select Committee has also called for a hearing to scrutinise the strategic case for High Speed Two. Responses to the transport select Committee were required to be submitted by the 16<sup>th</sup> May 2011. Warwick District Council endorsed the 51m response the TSC and submitted its own response.
- The Transport Select Committee is currently holding a series of hearings to solicit the views of key speakers (both for and against the HS2 project). The hearings have commenced and representatives of Environmental Groups are to be heard in sessions in July with Phillip Hammond (Transport Secretary) being called to answer questions in the concluding Committee session in September. It is not readily apparent when the findings of the TSC will be reported but it will be important to monitor the outcomes as they may have significant implications for the future shape of the HS2 debate/ process. To assist it's task the Transport Select Committee has already sought an independent examination of the project/ consultation by a company called Oxera which has given a rather luke warm response to the question of whether the HS2 project and it's proclaimed benefits are indeed robust and in the National interest.

## **The Next Steps**

The following timetable gives an indication of the Governments current project development arrangements

- **July / November 2011** it is intended that the Consultation responses will be analysed by an independent company (Dialogue by Design) and a report prepared for the Government by the end of November.
- **December 2011** – taking into consideration the outputs from the consultation exercise (and presumably the report of the Transport Select Committee) the Government is to issue a decision on whether to proceed. In the event the project proceeds then Warwick District Council and 51m will continue to petition the subsequent Hybrid Bill process and may consider the use of Legal Challenges as deemed appropriate / necessary.
- **2013** - Should the proposal continue it is intended that a Hybrid Bill would be deposited in 2013. A Hybrid Bill is a Public Bill which affects private interests. The Bill and petitions to it will be reviewed by select committee rather than debated on the floor of the house.
- Public Consultation on the Y route north of Birmingham has yet to be confirmed but will have to be addressed as part of the process.
- **2015** – Royal Assent for the Hybrid Bill achieved
- **2015** - Enabling Works to start
- **2017** - Cross Rail Completed
- **2017 -2025** – Main construction of London Birmingham Route
- **2026** – London – Birmingham route opens
- **2032 -33** – Y route opens with and link to Heathrow