

Since our previous information events in September 2017, we have continued to develop the design for the railway and undertake the detailed environmental assessment of the proposals.

We can now provide further detail on the evolving design, including emerging proposals for:

- sites required to provide power to the railway
- construction compounds required to build the railway
- diversions of major roads and public rights of way

The new information we are sharing is work in progress and may change as we continue to refine the design, complete environmental assessments and take further feedback into consideration.

This is your opportunity to find out more about the evolving design in your area.

At today's event you can:

- see proposed locations for key pieces of infrastructure
- view updated plans showing the alignment of the route in your area;
- talk to our team about the evolving design and our ongoing environmental assessment work

If you have any questions please speak to one of the team who will be happy to help.



Thank you to the 6,000 people who attended our events in September 2017 and those who responded to the most recent consultations.

Your views are important to us and continue to inform the design development process.

Engaging and consulting with local communities across the route is vital to the successful design, assessment and operation of the new railway.

The conversations we have with you today will continue to help inform our evolving design and environmental assessment.

This ongoing process of design development and environmental impact assessment will provide the basis for the 'working draft' of the Environmental Statement (WDES) that we will be consulting on later this year.

It will be accompanied by a 'working draft' Equalities Impact Assessment (WDEQIA), which seeks to understand and address how our plans may disproportionately affect certain groups within our society.

What is a WDES?

The working draft Environmental Statement is a detailed statement assessing the likely significant effects of the proposed scheme on the environment and the proposed measures to avoid, reduce or manage the effects. The report will be divided into individual community areas to make it easier to find information about a particular area.

Feedback to consultations on the WDES and WDEQIA later in 2018 will be taken into consideration as we develop the proposed scheme which will be published when we present a hybrid Bill to Parliament by the end of 2019. The Bill will be accompanied by an Environmental Statement (ES) and seek powers to build Phase 2b.

WDES contents structure

Non-technical summary

A summary of the proposed scheme, and its likely significant effects on the environment, in non-technical language.

Glossary of terms and abbreviations

Volume 1: Introduction and methodology

Overview of the proposed scheme and Environmental Impact Assessment (EIA).

Volume 2: Community Area (CA) Reports

26 reports and their associated map books setting out significant effects of the proposed scheme that are likely to occur at a community area level.

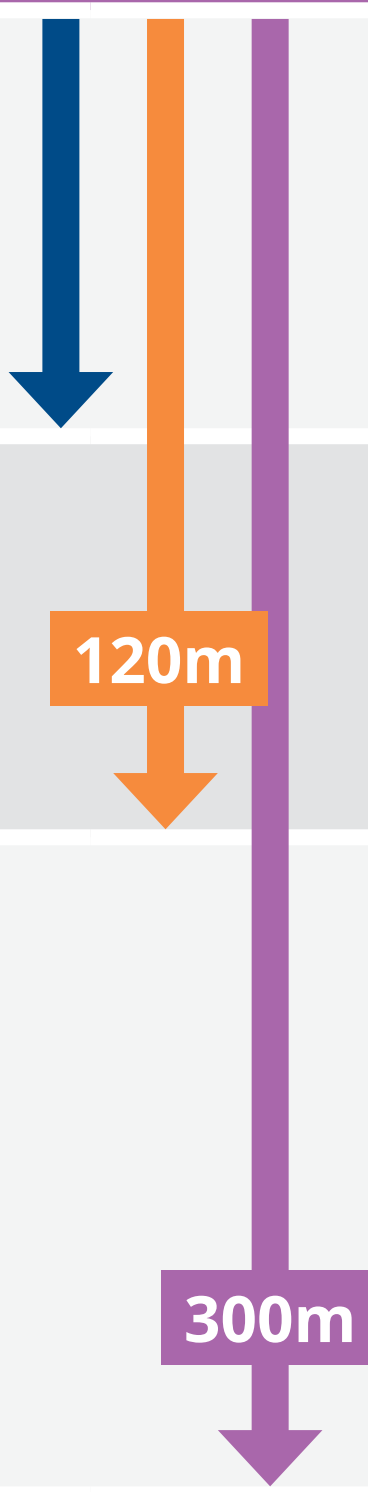
Volume 3: Route-wide effects

Assessment of the significant effects of the proposed scheme that are likely to occur at a route-wide level.

Volume 4: Off-route effects

Assessment of the likely significant effects at locations beyond the Phase 2b route corridor and its local environment.

Supporting documents

Line of route		Available once line in public use for a year	
	Safeguarded area and extended Homeowner Protection zone¹	<ul style="list-style-type: none">Express purchase²Extended Homeowner Protection zoneRent back	Part 1 compensation (where there is no land take) ³
	Rural Support zone (RSZ)	<ul style="list-style-type: none">Cash offer OR voluntary purchase⁴Need to sell schemeRent back	Part 1 compensation (where there is no land take)
	Homeowner Payment zone	<ul style="list-style-type: none">Homeowner payments⁵ Zone 1: 120m to 180m – £22,500 Zone 2: 180m to 240m – £15,000 Zone 3: 240m to 300m – £7,500Need to sell schemeRent back	Part 1 compensation (where there is no land take)
	Beyond	<ul style="list-style-type: none">Need to sell schemeRent back	Part 1 compensation (where there is no land take)

¹ Usually 60m in rural areas.

² Surface safeguarding only.

³ Compensation for any reduction in the value of property as a result of the physical effects of the operation of the railway.

⁴ Applies to rural areas only and does not extend to properties where the line of route is in a tunnel.

⁵ Only available after Royal Assent to the Bill. Applies to rural areas only and does not extend to properties where the line of route is in a tunnel.

This is what we expect to happen between now and when the first trains run, along with your opportunities to influence key decisions.

NOW	Developing the Phase 2b route Ongoing design development and environmental assessment Continue to engage with stakeholders and communities	Ways you can influence our plans: Come along to the information events we are running Feed back about the evolving design in your area Talk to staff on the latest environmental assessments
LATER IN 2018	Developing the Phase 2b hybrid Bill As we develop the route design, we will: <ul style="list-style-type: none"> carry out an environmental impact assessment to see how we can design ways to avoid, reduce or manage the effects of building and running the new railway continue to engage and consult stakeholders and communities 	Ways you can influence our plans: Come to information events, where we will share details on the emerging design and our plans for building and running the new railway Take part in the consultations on: <ul style="list-style-type: none"> the working draft Environmental Statement the working draft Equality Impact Assessment
2019 - 2022	Phase 2b hybrid Bill in Parliament The Government will introduce a hybrid Bill into Parliament to seek approval for the planned route and construction of HS2 Phase 2b Parliament will: <ul style="list-style-type: none"> consider public objections make recommendations for how the plans should change vote on the Bill 	Ways you can influence our plans: Come to information events, where we provide details of the final design that will go to Parliament Take part in the consultations on the Environmental Statement and Equalities Impact Assessment Report Petition to provide your comments on the Bill, and make your case for changes at the House of Commons and House of Lords Select Committees
2023 - 2032	Building and testing the Phase 2b line Royal Assent for the hybrid Bill will authorise us to acquire land and build Phase 2b of the railway Construction is expected to last nine years in all. Timings and intensity will vary from place to place After building the route, we'll need a commissioning period to prepare for running the railway	Ways you can influence our plans: Come to information events - these will continue through the construction phase Take part in the engagements, where we will ask for your comments on the design of stations and other key features like main viaducts
2033 ONWARDS	Running the new railway Phase 2b is expected to open by the end of 2033	Ways you can influence our plans: Property Compensation and Assistance Schemes run for a year after the line starts running Owner occupiers can apply for Statutory Part 1 Compensation