

# HIGH SPEED RAIL (WEST MIDLANDS– CREWE) BILL

## EXPLANATORY NOTES ON LORDS AMENDMENTS

### What these notes do

- 1 These Explanatory Notes relate to the Lords Amendments to the High Speed Rail (West Midlands–Crewe) Bill as brought from the House of Lords on 14 December 2020 (Bill 231).
- 2 These Explanatory Notes have been produced by the Department for Transport in order to assist the reader of the Bill and to help inform debate on it. They do not form part of the Bill and have not been endorsed by Parliament.
- 3 These Explanatory Notes explain what each of the new amendments will mean in practice; provide background information on the development of policy; and provide additional information on how the Bill will affect existing legislation in this area.
- 4 These Explanatory Notes might best be read alongside the amendments to the Bill. They are not, and are not intended to be, a comprehensive description of the amendments.
- 5 Lords Amendments 1 and 4-12 were promoted by the Secretary of State, as Promoter of the scheme, during the Select Committee stage and were accepted by the Select Committee.
- 6 Lords Amendment 2 was tabled by Baroness Young of Old Scone and was supported by the Government.
- 7 Lords Amendment 3 was tabled by Lord Rosser and Baroness Randerson and was opposed by the Government.
- 8 In the following Commentary, an asterisk(\*) appears in the heading of any paragraph that deals with a non-Government amendment.

# Commentary on Lords Amendments

## Lords Amendment to Clause 58: Resumption of previous use of land

### Lords Amendment 1

- 9 This amendment deletes a reference to a sub-section of the High Speed Rail (London – West Midlands) Act 2017, as that sub-section has been repealed by the High Speed Rail (London – West Midlands) (Greatmoor Railway Sidings Etc.) Order 2018.

## Lords Amendment to after Clause 58: Ancient Woodland

### Lords Amendment 2\*

- 10 This amendment introduces a requirement on the nominated undertaker to prepare and publish annual reports on the impact of construction of each Phase of HS2 on ancient woodland. The report should include such other information as the Secretary of State may require. Any future phases of HS2 are also included.

## Lords Amendment to after Clause 58: Consultation with residents and stakeholders in relation to Phase 2a of High Speed 2 and associated works

### Lords Amendment 3\*

- 11 This amendment introduces a requirement on the Secretary of State to consult with residents of the counties of Shropshire, Staffordshire and Cheshire, and any other areas deemed relevant by a Minister of the Crown, who may be affected by the scheduled works and related works within the Bill.
- 12 The consultation must seek views on the impact of road traffic as a result of the works; the impact of the works on the natural environment, including but not limited to the impact on ancient woodland; whether there are sufficient transport provisions for the purposes of passengers connecting to Phase 2a of High Speed 2, and to address changes to general passenger movements caused by the works; and, if not, whether the construction of new railway stations and improvements to railway stations, including any associated reopening of lines, is necessary in relation to changes to general passenger movements caused by the works.
- 13 The report of the consultation must be laid before both Houses of Parliament by 1 May 2021 and a Minister of the Crown must make a statement to both Houses detailing any steps that will be taken to implement the findings of the report.

## **Lords Amendment to Schedule 2: Works: Electronic Communications Apparatus**

### **Lords Amendment 4**

- 14 This amendment updates a reference to the electronic communications code in the Telecommunications Act 1984, which has been repealed, replacing it with the appropriate reference to Schedule 3A to the Communications Act 2003.

## **Lords Amendment to Schedule 4: Highways**

### **Lords Amendment 5**

- 15 This amendment clarifies the dates at which a highway created by the works becomes a public highway and, in the case of a temporary highway, when it is no longer a public highway. It provides for 28 days' notice to be given to the highway authority before the date on which the road ceases to be used as a public highway.

## **Lords Amendments to Schedule 27 Local Acts**

### **Lords Amendments 6 and 7**

- 16 These amendments delete references to Local Acts which have been repealed.

## **Lords Amendments to Schedule 32: Protective Provisions**

### **Lords Amendments 8-12**

- 17 These amendments update references to the electronic communications code in the Telecommunications Act 1984, which has been repealed, with references to the appropriate provisions of the Communications Act 2003.

## **Financial Effects of Lords Amendments**

- 18 Amendment 2 may have a small financial impact increasing the costs of environmental reporting that was already planned. Amendment 3 will have a one-off cost estimated of up to £350,000 to advertise, conduct and report on the consultation. There is no cost associated with the other amendments.

# HIGH SPEED RAIL (WEST MIDLANDS– CREWE) BILL

## EXPLANATORY NOTES ON LORDS AMENDMENTS

These Explanatory Notes relate to the Lords Amendments to the High Speed Rail (West Midlands-Crewe) Bill as brought from the House of Lords on 15 December.

---

Ordered by the House of Commons to be printed 15 December.

---

© Parliamentary copyright 2020

This publication may be reproduced under the terms of the Open Parliament Licence which is published at [www.parliament.uk/site-information/copyright](http://www.parliament.uk/site-information/copyright)

PUBLISHED BY AUTHORITY OF THE HOUSE OF COMMONS