

**In the matter of a communication to the Aarhus Convention Compliance Committee concerning compliance by the United Kingdom in connection with the proposed construction of the “High Speed 2” railway (ACCC/C/2014/100)**

**(1) HS2 ACTION ALLIANCE LIMITED**

**~~(2) LONDON BOROUGH OF HILLINGDON~~**

**(3) CHARLOTTE JONES**

**Communicants**

**and**

**UNITED KINGDOM**

**Party  
Concerned**

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**CHRONOLOGY**

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All of the references are to the Party Concerned’s evidence. Reference will be made either to Annex A (the Party Concerned’s response to communication) or the additional numbered Annexes (using the numbering set out in the List of Annexes in Annex B).

A detailed overview of the history of the HS2 project, leading up to the Command Paper published in January 2012 which is the subject of this Communication, is set out in the Witness Statements of Philip Graham, a Senior Civil Servant at the Department for Transport who worked on HS2 from January 2010 (Annex 5), Peter Miller, Head of Environment at HS2 Ltd (Annex 6) and Alison Munro, the Chief Executive of HS2 Ltd between 2009 and 2014 (Annex 7).

<b><u>DATE</u></b>	<b><u>EVENT/DOCUMENT</u></b>	<b><u>REFERENCE</u></b>
2001	The Strategic Rail Authority <sup>1</sup> (“SRA”) commissioned a study from Atkins into the case for new high speed lines (“the SRA Study”).  This Study included high level analysis of the case for a new conventional line, for upgrades to existing lines, and for new road and airport capacity as alternatives to high speed rail.	Annex A, page 11 and Annex 5, page 3.

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<sup>1</sup> An independent public body sponsored by the DfT and abolished in 2006

2006	<p>Eddington Transport Study into transport and economic growth.</p> <p>This independent study took into account the SRA Study and suggested that high speed rail options be considered alongside other options for assessing long-term transport capacity constraints.</p>	Annex A, page 11 and Annex 5, page 3.
2007	<p>White Paper, <i>Delivering a Sustainable Railway</i>.</p> <p>The Government published a White Paper which took into account the SRA Study and suggested that high speed rail options be considered alongside other options for assessing long-term transport capacity constraints.</p>	Annex A, page 11 and Annex 3, page 3.
March 2008	<p>The Secretary of State for Transport commissioned Network Rail<sup>2</sup> to undertake work to consider longer-term options for the development of the rail network, including looking at high speed lines. This led to the Network Rail 'New Lines' Study.</p> <p>The New Lines Study concluded that the capacity constraints facing the West Coast Main Line corridor could not feasibly be addressed through upgrades to the existing line. The Study also considered a range of new line options to provide additional capacity on this route.</p>	Annex A, page 11 and Annex 5, pages 5-6.
November 2008	<p>The Department for Transport ("DfT") established a National Networks Strategy Group, in order to build on Network Rail's ongoing work.</p> <p>The remit of this group was to consider both shorter-term ways to make better use of existing transport capacity and more significant longer-term options; any case for future investment having to be underpinned by a robust evidence base; and taking full account of relevant geographical, technical and environmental considerations.</p>	Annex A, page 11 and Annex 5, pages 6-7.
15 January 2009	<p>The Secretary of State established High Speed Two (HS2) Ltd ("HS2 Ltd"). Its remit was to:</p> <p>"...develop a proposal for an entirely new line between London and the West Midlands. To reach a view on this, the company will need to assess the likely environmental impact and business case of different routes in enough detail to enable the options to be narrowed down. We expect work to be completed by the end of the year. The Government will thereafter assess the options put</p>	Annex A, pages 11-12, Annex 5, page 7, Annex 6, pages 11-12

<sup>2</sup> An arm's length body which manages Britain's railway infrastructure within regulatory and control frameworks

	forward for the development of the new line.”	
13 February 2009	<p>Letter from the Chairman of HS2 Ltd to the Secretary of State.</p> <p>“In discharging our remit we will be paying close attention to the environmental impacts of the new line, both locally in terms of biodiversity, landscape, noise etc, and at the national/international level in terms of carbon emissions. We will factor these potential impacts into our work on the identification of route options, the specification of the new line, modal shift etc.”</p>	Annex A, pages 11-12 and Annex 6, page 12.
9 March 2009	<p>Letter from the Secretary of State to HS2 Ltd.</p> <p>“[HS2 Ltd’s report must] include a route proposal – with any necessary options – from London to the West Midlands, with appropriate environmental, social and economic assessments.”</p>	Annex 6, page 12.
20 March 2009	<p><b>Booz and Co (UK) Ltd and Temple Group Ltd<sup>3</sup> (“Booz-Temple”)</b> were appointed to assist HS2 Ltd commissioned to take forward work on an Appraisal of Sustainability (“the AoS”) for HS2. HS2 Ltd had previously identified that an AoS would be an appropriate means of assessing the sustainability performance of options being considered.</p>	Annex 6, pages 12 - 13.
June 2009	<p>Draft Appraisal of Sustainability Scoping Report.</p> <p>This was produced by Booz-Temple and was the subject of consultation with a number of key stakeholders, for example, the Environment Agency and Natural England.</p> <p>Over the next few months Booz-Temple continued to consult with stakeholders.</p>	Annex 6, pages 15-19.
December 2009	<p>HS2 Ltd provided its advice to the DfT in a main report and a number of supporting documents:</p> <ul style="list-style-type: none"> <li>- High Speed Two: London to the West Midlands and Beyond. A report to Government by High Speed Two Limited (“HS2 Ltd’s 2009 Report”);</li> <li>- Appraisal of Sustainability: A report for HS2 Ltd. Non technical summary (“the AoS non technical summary”);</li> <li>- HS2 Cost and Risk Model Report;</li> <li>- Delivery and Financial Reports;</li> <li>- HS2 Demand Model Analysis Report;</li> </ul>	Annex A, page 12; Annex 5, page 10 and Annex 7, page 4-5.

<sup>3</sup> Environmental consultancy firms

	<ul style="list-style-type: none"> <li>- Demand and appraisal further information;</li> <li>- List of Reference Documents Report;</li> <li>- Route Engineering Study Final Report: A Report for HS2;</li> <li>- Record of Stakeholder Engagement and Future Consultation Strategy;</li> <li>- Stakeholder submissions;</li> <li>- HS2 Technical Appendix;</li> <li>- The High Speed Rail Revolution: History and Prospects.</li> </ul>	
December 2009	<p>High Speed Two: London to the West Midlands and Beyond. A report to Government by High Speed Two Limited (“HS2 Ltd’s 2009 Report”).</p> <p>This set out a detailed proposal for a new line from London to the West Midlands, including a link to the West Coast Main Line, enabling high speed services to continue at conventional speed to other destinations including Manchester, Liverpool and Glasgow.</p> <p>Chapter 6 concludes that “there is a good case for going on to develop high speed lines”, and provides an analysis of the “inverse A”, “reverse S” and “reverse E” networks.</p>	Annex A, page 12; Annex 5, page 10; Annex 6, page 17 and Annex 8.
December 2009	<p>Appraisal of Sustainability: A report for HS2 Ltd. Non technical summary (“the AoS non technical summary”).</p> <p>This was provided to the DfT alongside HS2 Ltd’s 2009 report. It provided consideration of the environmental impacts of the scheme options for HS2.</p>	Annex A, page 12; Annex 6, pages 12-20 and Annex 10.
March 2010	<p>Atkins High Speed 2 Strategic Alternatives Study - Baseline report;</p> <p>Atkins High Speed 2 Strategic Alternatives Study - Highways interventions report;</p> <p>Atkins High Speed 2 Strategic Alternatives Study - Rail interventions report;</p> <p>Atkins High Speed 2 Strategic Alternatives Study - Strategic outline case;</p> <p>(“the Atkins 2010 Reports”).</p> <p>The DfT commissioned Atkins to study strategic</p>	Annex A, page 12; Annex 5, page 9 and pages 23-27; and Annexes 11(i)-(iv).

	<p>alternatives comprising four packages of enhancements to the road network and five packages of enhancements to the West Coast rail corridor.</p> <p>Atkins carried out an economic and environmental assessment of each package.</p> <p>As set out at section 4.2 of the Strategic Outline Case: "In developing the appraisal framework for the strategic alternatives, the following approach has been adopted...</p> <ul style="list-style-type: none"> <li>- Has sufficient level detail to identify areas of non compliances with sustainability objectives for transport measures;</li> <li>- Enables comparison between options where there is a significant difference in terms of environmental compliance or in cost implications arising from achieving environmental compliance;</li> <li>- Seeks to apply the standards and requirements that would have been appropriate had a Strategic Environmental Statement (SEA) been needed." </li></ul>	
11 March 2010	<p>High Speed Rail ("the Command Paper").</p> <p>The Command Paper set out the position that the Government had reached following consideration of HS2 Ltd's 2009 Report, the AoS non technical summary and the Atkins 2010 Reports (which were all published alongside the Command Paper).</p>	Annex A, pages 12-13; Annex 5, pages 11-13 and Annex 9.
17 March 2010	<p>The Secretary of State wrote to HS2 Ltd setting out a revised remit for the company.</p> <p>"...refine aspects of HS2 Ltd's recommended route, reporting developments and any recommended changes to Government by the end of August. In particular:</p> <p>Further refine the assessment of, and proposals for, mitigation of impacts of Route 3 especially in respect of noise and other environmental impacts."</p> <p>This led to a report published in September 2010.</p>	Annex A, page 14; Annex 5, page 13 and Annex 7, page 7.
21 May 2010	<p>Following the formation of the Coalition Government, the new Secretary of State confirmed by letter that review of high speed rail options should continue.</p>	Annex 5, page 14.
11 June 2010	<p>The Secretary of State commissioned HS2 Ltd to carry out further work.</p>	Annex A, page 14; Annex 5, page 14

	<p>This included work on connections to Heathrow and HS1,, and on comparative assessment of the potential “S” and “Y” network options, which was published in a report on 4 October 2010.</p>	and Annex 7, pages 7-8.
September 2010	<p>High Speed Rail London to the West Midlands and Beyond – Supplementary Report – An additional report to Government by High Speed Two Ltd Refining the Alignment of HS2’s Recommended Route.</p> <p>HS2 Ltd published advice concerning changes to the route in respect of noise and other environmental impacts.</p>	Annex 7, pages 8-9.
September 2010	<p>High Speed Rail London to the West Midlands and Beyond – Supplementary Report.</p> <p>HS2 Ltd published advice on connections to Heathrow.</p>	Annex 7, page 8.
4 October 2010	<p>High Level Assessments of the wider network options – Reverse “S” and “Y”.</p> <p>HS2 Ltd’s advice on the comparative business cases for the “S” and “Y” networks was published. This included an analysis of the key sustainability features in relation to each option.</p>	Annex A, page 14; Annex 7, page 8 and Annex 12.
October 2010	<p>The Secretary of State undertook a series of visits along the recommended route in the Command Paper between London and the West Midlands, to view the route and meet local MPs and their constituents to discuss the proposals and concerns of local communities.</p> <p>Following this, the Secretary of State asked HS2 Ltd to provide further advice on options for refinements or mitigation to the route in order to reduce the impacts on the environment and communities. This was later published in a series of Supplementary Reports between 4 November 2010 and 3 December 2010 (see below).</p>	Annex 5, page 15 and Annex 7, page 8.
4 November 2010	<p>HS2 Ltd published advice concerning changes to sections of the route in order to reduce impacts on the environment and communities.</p>	Annex 7, page 9.
19 November 2010	<p>High Speed Rail London to the West Midlands and Beyond – Line of Route Supplementary Report;</p> <p>High Speed Rail London to the West Midlands and Beyond – Line of Route Supplementary Report;</p>	

3 December 2010	High Speed Rail London to the West Midlands and Beyond - Confirming the Line of Route Supplementary Reports.	
20 December 2010	A number of technical reports prepared by Arup Group Ltd ("Arup") <sup>4</sup> for HS2 Ltd on connections between HS2 and HS1 and Heathrow Airport: High Speed 2 options for connecting to Heathrow Airport area final report; High Speed 2 automated people mover (APM) Euston Station to St Pancras International further investigation final report; High Speed 2 review of HS1 to HS2 connection final report; High Speed 2 tunnel shafts options - London tunnels report.	Annex 7, page 9.
20 December 2010	The Secretary of State made a statement to the House of Commons, explaining that the Government intended to consult on a "Y" network for HS2.  This broadly followed the route endorsed in the March 2010 Command Paper but with amendments to reduce its impact on the environment and communities, resulting from the reports prepared by HS2 Ltd and Arup between September 2010 and December 2010. Amendments included changes in the Chilterns Area of Outstanding Natural Beauty, in the Aylesbury area, and near Lichfield.	Annex A, page 14; Annex 5, page 94 and Annex 7, pages 10-11.
28 February 2011	Formal public consultation on HS2 opened.  A suite of documents were published at the start of the consultation, along with detailed maps of the proposed route:  <ul style="list-style-type: none"> <li>- High Speed Rail: Investing in Britain's Future ("the Consultation Document") (Annex B provides further details on options considered for routes / stations);</li> <li>- High Speed Rail: Investing in Britain's Future - Consultation Summary;</li> <li>- The Economic Case for HS2: The Y Network and London to the West Midlands</li> <li>- High Speed 2 Strategic Alternatives Study: London to West Midlands Rail Alternatives</li> </ul>	Annex A, pages 14-15 Annex 5, pages 79-83, and Annexes 13, 14, 15 and 45.

<sup>4</sup> An engineering consultancy

	<ul style="list-style-type: none"> <li>- Update of Economic Appraisal (“the Atkins Economic Update Report”);</li> <li>- High Speed Rail Strategic Alternatives Study - Strategic Alternatives to the Proposed “Y” Network (“the Atkins Network Alternatives report”);</li> <li>- HS2 London to the West Midlands Appraisal of Sustainability (“the AoS”) (Appendix 6 contains an appraisal of the main route alternatives considered);</li> <li>- HS2 Route Engineering Report;</li> <li>- High Speed Rail: Investing in Britain’s Future Equality Impact Screening.</li> </ul>	
29 July 2011	<p>Consultation closed.</p> <p>The consultation process lasted 5 months. It included 41 days of local roadshows, at which DfT and HS2 staff were available to discuss the detail of the proposals. Over 55,000 responses were received during the consultation.</p>	Annex A, page 15 and Annex 7, page 11.
Autumn 2011	<p>Following the consultation, the Government undertook a general review of many elements of the high speed rail strategy.</p> <p>This included reviews by HS2 Ltd on potential refinements to the proposed route, and further analysis commissioned on the main strategic alternatives to HS2 from Atkins and Network Rail. These culminated in reports published alongside on 10 January 2012 (see below).</p>	Annex A, page 15 and Annex 5, page 18.
December 2011	The Secretary of State announced that she would postpone her decision until early 2012 (the decision was originally meant to be at the end of 2011), in order to allow for careful consideration of all relevant factors.	Annex 5, page 18.
10 January 2012	<p>The Secretary of State announced the outcome of the consultation.</p> <p>Her decisions were contained in a Command Paper ‘<i>High Speed Rail: Investing in Britain’s Future – Decisions and Next Steps</i>’ (Cm 8247) (“the DNS”) which was published alongside a number of reports::</p> <ul style="list-style-type: none"> <li>- Consultation Summary Report - the independent analysis of consultation responses by consultants;</li> <li>- Review of the Government’s Strategy for a</li> </ul>	Annex A, pages 15-16; Annex 5, pages 19-20 and Annexes 1 and 16-23.



	<p>National High Speed Rail Network;</p> <ul style="list-style-type: none"> <li>- High Speed Rail Strategic Alternatives Study: Update Following Consultation (“the post-consultation Atkins report”);</li> <li>- Review of the Strategic Alternatives to High Speed Two (“the post-consultation Network Rail report”);</li> <li>- Economic Case for HS2: Updated Appraisal of Transport User Benefits and Wider Economic Benefits;</li> <li>- Economic Case for HS2: Value for Money Statement;</li> <li>- Review of the Technical Specification for High Speed Rail in the UK;</li> <li>- Review of HS2 London to West Midlands Appraisal of Sustainability (“the AoS review”);</li> <li>- Review of Possible Refinements to the Proposed HS2 London to West Midlands Route;</li> <li>- Summary of Effects of HS2 London to West Midlands Route Refinements;</li> <li>- Review of HS2 London to West Midlands Route Selection and Speed;</li> <li>- Review of Property Issues;</li> <li>- Revised line of route maps for the London to West Midlands route.</li> </ul> <p>Some of these documents are considered in more detail below.</p>	
11 January 2012	<p>The Secretary of State revised HS2 Ltd’s remit again.</p> <p>She asked HS2 Ltd to continue working on route options for extending the “Y” network to Manchester, Leeds and Heathrow (Phase 2). She also asked them to promote Phase 1 of the project, which included preparing a draft Environmental Statement.</p>	Annex 7, page 12.
March 2012 – April 2012	<p>HS2 Ltd established 26 local community forums along the London to West Midlands route.</p> <p>These forums enabled HS2 Ltd to present, explain and receive feedback on its work as it progressed, discuss local issues and increase local awareness of its work and consultations.</p>	Annex A, page 19 and Annex 7, pages 23-25.
4 April 2012	<p>Draft HS2 London to West Midlands EIA Scope and Methodology Report (“the draft Scoping and Methodology Report”) published and consultation opened.</p>	Annex A, page 18; Annex 6, page 7 and Annex 26.

	This set out the intended approach to undertaking the EIA for HS2.	
30 May 2012	<p>Consultation on the draft Scoping and Methodology Report closed.</p> <p>It had been subject to 8 weeks of consultation, during which 166 responses were received.</p>	Annex A, page 18 and Annex 6, page 7.
September 2012	<p>HS2 London to West Midlands EIA Scope and Methodology Consultation Summary Report.</p> <p>This summarised the responses received during consultation on the draft Scoping and Methodology Report.</p>	Annex A, page 18 and Annex 27.
September 2012	<p>HS2 London to West Midlands EIA Scope and Methodology Report (“the Scoping and Methodology Report”).</p> <p>The Scoping and Methodology Report was published following the consultation on the draft report. This informed the assessment undertaken for the preparation of the Environmental Statement.</p>	Annex A, page 18 and Annex 28.
16 May 2013	<p>Draft Environmental Statement published and public consultation opened.</p> <p>This included an assessment of the main alternatives considered.</p>	Annex A, page 18.
11 July 2013	<p>Consultation on draft Environmental Statement closed.</p>	Annex A, page 18.
17 July 2013	<p>High Speed Rail: Investing in Britain’s Future – Consultation on the route from the West Midlands to Manchester, Leeds and Beyond (“the Phase 2 Consultation Document”) published and consultation opened.</p> <p>This concerned the detailed route for Phase 2 of the “Y” network. It was accompanied by a Sustainability Statement (see below).</p> <p>Annex B is an assessment of the alternative options for routes and stations, and provides an explanation as to why the Government chose not to take them forward.</p>	Annex A, page 27 and Annex 37(i).
17 July 2013	<p>High Speed Rail: Investing in Britain’s Future – Consultation on the route from the West Midlands to Manchester, Leeds and Beyond. Sustainability Statement.</p> <p>This was published alongside the Phase 2</p>	Annex A, page 25 and 27 and Annex 37(ii).

	<p>Consultation Document, and analyses the potential impacts of Phase 2.</p> <p>Volume 1, Chapter 3 gives more information on the alternatives considered.</p> <p>Volume 1, paragraph 7.1.1: "... some of the impacts of Phase Two can only be realised if Phase Two proposals are considered as a whole, or as part of a larger scheme still – combined with Phase One; for example, for carbon emissions, wider economic issues, and implications for the safety of passengers."</p>	
September 2013	<p>HS2: Draft Environmental Statement for London – West Midlands. A Summary of Consultation Responses.</p> <p>This summarised the 20,944 responses that were received during consultation on the draft Environmental Statement.</p>	Annex A, page 18 and Annex 29.
25 November 2013	<p>First reading of High Speed Rail (London – West Midlands) Bill ("the Bill").</p> <p>The Bill was accompanied by the Environmental Statement (see below).</p>	Annex A, page 19 and Annex 24.
25 November 2013	<p>London-West Midlands Environmental Statement ("the Environmental Statement") was published and public consultation, in line with Standing Order 224A, opened.</p> <p>The Environmental Statement was lodged alongside the Bill. It is a detailed and lengthy document, including 26 volumes dealing with specific areas along the route, with a non-technical summary, and detailed technical appendices.</p> <p>A summary of the total combined impacts that may result from Phase One and Phase Two of HS2, focusing on those environmental topics that can be quantified is presented in Volume 3: Route-wide effects.</p> <p>It also includes a specific report on strategic alternatives: Volume 5 Technical Appendices 'Alternatives Report' (CT-002-000). This report summarises the options considered and choices made from the highest level strategic alternatives to the elements of the scheme and the route between London and the West Midlands. In each case it explains why the decisions were made.</p>	Annex A, page 19 and Annexes 30-31(vii).

31 January 2014	Public Consultation on Phase 2 closed.	Annex A, page 27.
27 February 2014	Public consultation on the Environmental Statement closed.	Annex A, page 19.
2 April 2014	<p>HS2 and the environment. Thirteenth Report of Session 2013-14 (“the Environmental Audit Committee’s report”).</p> <p>The Environmental Audit Committee scrutinised the Environmental Statement and the approach to the environmental aspects of the project. Ahead of the second reading of the Bill, it reported to Government on these issues.</p> <p>Paragraph 8: “[In making our report] [w]e received written submissions from a range of NGOs and individuals as well as from Government and its agencies...We heard from HS2 campaign groups, NGOs, Natural England, the Environment Agency, Defra and the Department of Transport as well as Robert Goodwill MP, Parliamentary Under-secretary of State at DfT.” These persons included the First Communicant.</p>	Annex A, pages 20-21 and Annex 35.
7 April 2014	<p>HS2 Independent Assessor publishes ‘High Speed Rail (London to West Midlands) Bill: summary of issues raised by comments on the Environmental Statement.’</p> <p>Some 21,833 responses were received during the consultation on the Environmental Statement. These were provided to the independent assessor, who produced this report summarising the responses, which was published and provided to the House of Commons.</p>	Annex A, page 19 and Annex 32.
28 April 2014	Second reading of the Bill.	Annex A, page 19.
29 April 2014 - 23 May 2014	Petitioning period on the Bill during which some 1,925 petitions were received, including from the Communicants.	Annex A, page 19.
11 June 2014	The Government published a response to the Environmental Audit Committee’s report from 2 April 2014: ‘HS2 and the environment: Government response to the Committee’s Thirteenth Report of Session 2013-14.’	Annex A, page 21 and Annex 36.
1 July 2014	Select Committee hearings commenced.	Annex A, page 19.

9 September 2014	High Speed Rail (London - West Midlands) Bill: Additional Provision ("the Additional Provision"); High Speed Rail (London - West Midlands) Additional Provision: Environmental Statement ("the Additional Provision Environmental Statement").  The Additional Provision to introduce changes to the Bill, accompanied by an the Additional Provision Environmental Statement, was introduced to Parliament.	Annex A, page 19 and Annexes 34(i)-(v).
19 September 2014	The Additional Provision Environmental Statement public consultation opened.	Annex A, page 19-20.
13 October 2014	Additional Provision Environmental Statement scrutinised by the Examiners of Petitions for Private Bills	
23 October 2014	The First Communicant attended a specific session with the Select Committee to explain why it considered the Committee should undertake an evaluation of alleged deficiencies in the Environmental Statement, prior to hearing other petitions.	Annex A, page 19 and Annexes 33(i)-(ii).
28 October 2014	Additional Provision scrutinised by the House of Commons Standing Orders Committee	
4 November 2014	Additional Provision scrutinised by the House of Lords Standing Orders Committee	
14 November 2014	Consultation on the Additional Provision Environmental Statement closed.	Annex A, pages 19-20.
14 December 2014	High Speed Rail (London - West Midlands) Bill: Additional Provision. Summary of issues raised by comments of the Supplementary Environmental Information.  Responses to the consultation on the Additional Provision Environmental Statement were provided to the independent assessor, who produced this report summarising the responses, which was published and provided to the House of Commons.	Annex A, page 20 and Annex 34(vi).
16 December 2014	HS2 Independent Assessor publishes 'High Speed Rail (London West Midland) Bill: Additional Provision Summary of Issues Raised by Comments on the Supplementary Environmental Information	
23 March 2015	Select Committee publishes First Special Report of Session 2014-15	
4 June 2015	Government publishes its response to the Select Committee's First Special Report of Session 2014-15	
13 July 2015	High Speed Rail (London - West Midlands) Bill: Additional Provision 2 introduced into Parliament accompanied by High Speed Rail (London - West Midlands)	

	Supplementary Environmental Statement and Additional Provision 2 Environmental Statement (“SES AP2 ES”).	
17 July 2015	Public consultation on the SES AP2 ES opened	
17 July 2015	Petitioning period commenced for Additional Provision 2	
15 August 2015	Petitioning period ended for Additional Provision 2	
28 August 2015	Public consultation on the SES AP2 ES closed	
15 September 2015	High Speed Rail (London - West Midlands) Bill: Additional Provision 3 introduced into Parliament accompanied by High Speed Rail (London - West Midlands) Supplementary Environmental Statement 2 and Additional Provision 3 Environmental Statement (“SES 2 AP3 ES”).	
15 September 2015	SES AP2 ES scrutinised by the Examiners of Petitions for Private Bills	
25 September 2015	Public consultation on the SES 2 AP3 ES opened	
25 September 2015	Petitioning period commenced for Additional Provision 3	
12 October 2015	High Speed Rail (London - West Midlands) Bill: Additional Provision 4 introduced into Parliament accompanied by High Speed Rail (London - West Midlands) Supplementary Environmental Statement 3 and Additional Provision 4 Environmental Statement (“SES 3 AP4 ES”).	
16 October 2015	Public consultation on the SES 3 AP4 ES opened	
16 October 2015	Petitioning period commenced for Additional Provision 4	
20 October & 29 October 2015	SES 2 AP3 ES scrutinised by the Examiners of Petitions for Private Bills	
23 October 2015	Petitioning period for Additional Provision 3 ended	
2 November 2015	High Speed Rail (London - West Midlands) Bill: Additional Provision 2. Summary of issues raised by comments of the Supplementary Environmental Statement and AP2 Environmental Statement.  Responses to the consultation on the SES AP2 ES were provided to the independent assessor, who produced this report summarising the responses, which was published and provided to the House of Commons.	
3 November 2015	HS2 Independent Assessor publishes ‘High Speed Rail (London West Midland) Bill: Additional	

		Provision Summary of Issues Raised by Comments on the Supplementary Environmental Statement and AP2 Environmental Statement	
6 November 2015		Public consultation on the SES 2 AP3 ES closed	
24 November 2015		SES 3 AP4 ES scrutinised by the Examiners of Petitions for Private Bills	
25 November 2015		Additional Provisions 2 and 3 scrutinised by the House of Commons Standing Orders Committee	
30 November 2015		The Government announced its intention to bring forward a Bill seeking powers to construct an onward extension of the high speed railway to Crewe, with any further extensions still under consideration. Command Paper: <i>'High Speed Two: East and West. The next steps to Crewe and beyond'</i> (Cm 9157).	
1 December 2015		Additional Provisions 2 and 3 scrutinised by the House of Lords Standing Orders Committee	
2 December 2015		High Speed Rail (London - West Midlands) Bill: Additional Provision 5 introduced into Parliament accompanied by High Speed Rail (London - West Midlands) Supplementary Environmental Statement 4 and Additional Provision 5 Environmental Statement ("SES 4 AP5 ES").	
8 December 2015		Additional Provision 4 scrutinised by the House of Commons Standing Orders Committee	
9 December 2015		Additional Provision 4 scrutinised by the House of Lords Standing Orders Committee	
11 December 2015		Public consultation on the SES 4 AP5 ES opened	
11 December 2015		Petitioning period commenced for Additional Provision	
17 December 2015		HS2 Independent Assessor publishes 'High Speed Rail (London West Midland) Bill: Additional Provision Summary of Issues Raised by Comments on the Supplementary Environmental Statement 2 and Additional Provision 3 Environmental Statement	
23 December 2015		Public consultation on the SES 3 AP4 ES closed	
8 January 2016		Petitioning period for Additional Provision 5 closed	
15 January 2016		SES 4 AP5 ES scrutinised by the Examiners of Petitions for Private Bills	
22 January 2016		Public consultation on SES4 AP 5 ES closed	
26 January 2016		Additional Provision 5 scrutinised by the House of	

	Commons Standing Orders Committee	
27 January 2016	Additional Provision 5 scrutinised by the House of Lords Standing Orders Committee	
4 February 2016	Select Committee hearings concluded	
11 February 2016	HS2 Independent Assessor publishes 'High Speed Rail (London West Midland) Bill: Additional Provision Summary of Issues Raised by Comments on the Supplementary Environmental Information AP4 Environmental Statement	
22 February 2016	Select Committee publishes its Second Special Report of Session 2015-16	