Department for Transport

HS2

HS2 Phase 2b Western Leg
Design Refinement Consultation Response

CP 554

January 2022

HS2 Phase 2b Western Leg
Design Refinement Consultation Response

Presented to Parliament
by the Secretary of State for Transport
by Command of Her Majesty

January 2022

CP 554

This publication is also available on our website at www.gov.uk/official-documents

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Foreword

High Speed 2 (HS2) is a key part of this Government's commitment to Building Back Better after the Covid-19 pandemic. Today we take a step closer to bringing the benefits of HS2 to people across Britain – future-proofing rail connections into some of the UK's biggest cities as part of Northern Powerhouse Rail, supporting local businesses, and spreading prosperity and productivity across the country.

HS2 will act as a catalyst for increasing economic growth and help level up the economies of the Midlands and the North. However, investment on this scale involves difficult choices with big impacts on local people. For this reason, engaging with local communities and listening to feedback is an important part of making sure that the scheme delivers the maximum benefits with minimum disruption. When the Government launched our second design refinement consultation last year, we invited you to provide your thoughts and feedback on a number of key changes. I am grateful to all those who participated and I hope that this response addresses the concerns raised.

Between October and December 2020, I sought views from the public and from key stakeholders on four proposed changes to the Phase 2b route. Following careful consideration of the responses received, I am confirming all four changes proposed in that consultation. The publication of this response is an important step towards introducing the High Speed Rail (Crewe – Manchester) Bill to Parliament in early 2022. This demonstrates the Government's commitment to improving rail connections across the north of England.

Stakeholder concerns have supported a more ambitious plan to mitigate the potential environmental impact of HS2 Phase 2b. In June 2021, I announced that HS2 Phase 2b will deliver a net gain in biodiversity, putting the route at the forefront of the Government's environmental ambitions and supporting our climate change obligations. Your responses to consultations are key to developing the scheme and, wherever practicable, reducing or mitigating its impacts.

In February 2020, the Government announced the Integrated Rail Plan (IRP) for the Midlands and the North. This was published in November 2021, setting out the future for HS2 and other major rail projects. The Plan confirms that the Crewe to Manchester section of Phase 2b should be built broadly in its current form.

Work on the other phases of HS2 is progressing at pace. Phase One construction is well underway at over 340 sites on the route from London to the West Midlands. In May 2021, the first Tunnel Boring Machine, Florence, began digging the 10 mile (16km) long tunnel under the Chilterns.

I am also delighted that the Phase 2a Act received Royal Assent in February 2021 so that work can progress the scheme north to Crewe. This huge step for the project brings more of the connectivity and capacity benefits that are needed to level up our country.

HS2 is not just about faster trains, although reducing the journey time from central Manchester to central London from 2 hour 5 minutes today to 1 hour 11 minutes will make getting the train quicker than flying. It has the potential to deliver world-class, low-carbon transport infrastructure which brings our biggest cities closer together. But HS2 is about more than good engineering. Our transport network is a fundamental part of spreading opportunity across the whole of the UK. By listening to concerns and making changes, as with this consultation, we are one step closer to that reality.

Andrew Stephenson
Minister of State for Transport

Executive Summary

In October 2020, the Government launched a consultation to gather views so that the Minister of State could make an informed decision on four proposed changes to the HS2 Phase 2b Western Leg route. The Government's proposals were set out in the *HS2 Phase 2b Western Leg: Design Refinement Consultation* document.[1]

The Minister of State is grateful to everyone who took time to respond to the consultation. In total, 326 responses were received on the proposed refinements. The Government's response to this consultation uses the summary of consultation responses undertaken by Ipsos MORI, an independent analysis company. This analysis is available on the Western Leg consultation website.

Having carefully considered all of the responses to the consultation, the Minister of State has decided to confirm the proposed changes included in the October 2020 consultation. These changes will make the HS2 route more efficient and cost effective, and support Government's commitment to fully integrating HS2 and Northern Powerhouse Rail and improving transport links across the north.

This Government response document includes:

- A summary of the proposed changes;
- The main themes raised in responses to the consultation; and
- The Minister of State's decision.

1 www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation

The Case for HS2

Objectives for HS2

HS2 Phase 2b Western Leg has five strategic objectives which reflect both current government priorities and the wider strategic goals of the HS2 project. These are to:

- Connect the largest economic regions and cities across the UK, through the provision of a step-change in connectivity and capacity
- Enable significant enhancements to the conventional rail network across the North-West and North, freeing up much needed capacity on key bottlenecks as well as providing critical infrastructure to allow the delivery of Northern Powerhouse Rail and new Metrolink routes
- Support development and regeneration across the North-West through the alignment to and support of local authority growth strategies
- Support government plans to build back better through the direct and indirect expansion of investment in the development of technical skills needed to bring the UK in line with other leading economies
- Provide a sustainable long-term transport solution that supports the UK's Net Zero carbon target and aims for a net gain in biodiversity, alongside economic prosperity

When combined, these objectives help to meet the Government's priorities to Build Back Better, Build Back Fairer and Build Back Greener from the COVID-19 pandemic. HS2 Phase 2b Western Leg will help expand the connectivity and capacity improvements provided by Phase One and Phase 2a, bringing the North closer to the South, spreading opportunities across the country and allowing northern cities and regions to capitalise on skills, expertise and local knowledge.

Ensuring that rail infrastructure meets the varied needs and expectations of businesses and the public, while remaining attractive, affordable, and sustainable, is a crucial goal for the Government. HS2 will not only create a new transport spine for north-west England, but will also help free up capacity on other rail lines for both passengers and freight.

HS2 Phase 2b Western Leg will also play a key role in expanding the UK's global reach through improving access to Manchester Airport and unlocking land around the airport for development, enhancing its role as an international gateway.

Stages of HS2

Phase One is the first section of the HS2 scheme, connecting the West Midlands and London with 140 miles of new track and four new stations. It will be the first major north-south railway to be constructed in the UK for over 100 years. Construction of the key structures of the railway has begun, including the launch of the first Tunnel Boring Machine in May 2021 to start building the tunnel under the Chiltern Hills. Progress is also being made on delivery of new stations at Old Oak Common, Birmingham Curzon Street and Birmingham Interchange. Work is ongoing on the design for Euston Station.

Phase 2a will connect the West Midlands and Crewe with 36 miles of new high speed railway. The High Speed Rail (West Midlands – Crewe) Act achieved Royal Assent in February 2021, allowing preliminary construction work to begin. Phase 2a will deliver the benefits of quicker HS2 services to the north-west and free up capacity as an alternative to the West Coast Main Line south of Crewe.

HS2 Phase 2b Crewe to Manchester will reduce journey times and improve connectivity and be integral in delivering on the Government's commitment to level-up the country. It will join up the North, Midlands, and London by effectively halving the journey times between the centres of the UK's largest cities. This will allow businesses to invest beyond London whilst still retaining ready access to it. The scheme will contribute towards sustainable growth in towns, cities, and regions across the country, spreading prosperity and opportunity more evenly. It will act as a catalyst for job creation, the development of new homes and ultimately, the regeneration of major cities and towns along the HS2 route.

Phase 2b of HS2 has been designed with touchpoints to enable the construction of Northern Powerhouse Rail without interrupting HS2 services or necessitating a significant and costly re-design of HS2. The Government has outlined its commitment to improve connectivity throughout the North, and the HS2 route from Crewe to Manchester will be the foundation on which Northern Powerhouse Rail will be built. In the future, Northern Powerhouse Rail trains could use parts of HS2 infrastructure to improve connectivity to the Midlands and the South as well as across the North. This would be more cost effective than building a wholly separate new line.

Summary of Decisions

1. The Minister of State confirms the proposed changes included in the October 2020 consultation should be made. In making these decisions, he considered responses to this consultation, HS2 Ltd's recommendations, and conclusions from the Integrated Rail Plan.

2. The four changes proposed in the consultation were:

   - **A new Crewe Northern Connection and changes to the design of the Crewe North Rolling Stock Depot** – these changes provide the stabling and maintenance facilities and connections between train networks needed for efficient operation of the HS2 routes.

   - **Changes to the design around Manchester Airport High Speed Station** – these changes build more platforms to allow for an increase in passenger numbers and improve the future road layout around the station.

   - **Changes to the design around Manchester Piccadilly High Speed Station** – these changes build more platforms, move the Metrolink tram stop and improve the road layout around the station.

   - **The introduction of a new train stabling facility at Annandale, in Dumfries and Galloway** – this change builds a depot in Dumfries and Galloway to stable and carry out light maintenance on HS2 trains.

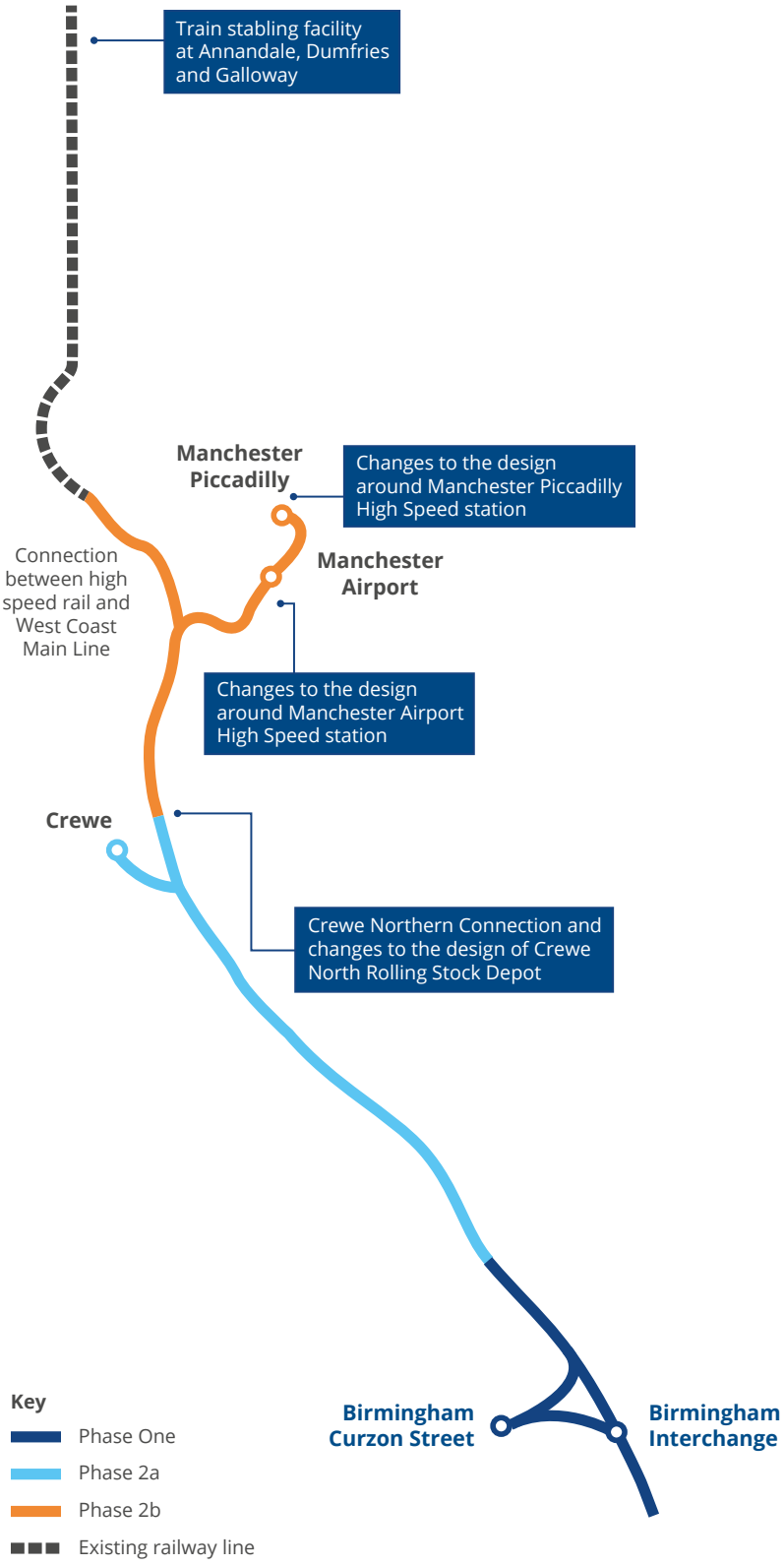

Figure 1: The changes proposed in the October 2020 HS2 Phase 2b Western Leg Design Refinement Consultation

1. Background to the consultation

1.1 Background to HS2

1.1.1 HS2 will reduce journey times while boosting regional economies through widespread regeneration. The decision to proceed with Phase One in 2020 means that HS2 is already supporting over 16,000 skilled jobs and has created more than 650 apprenticeships. Over 2,100 companies now have contracts with HS2 Ltd, 97% of which are based in the UK. At its peak, HS2 is forecast to support over 34,000 jobs in construction and rail engineering activities, and 3,100 permanent jobs in operation and maintenance. HS2 is being built in phases, detailed below.

1.1.2 The Phase One high speed line will run from London to the West Midlands, where it will join the West Coast Main Line. Work on Phase One is already well underway at over 340 sites. In May 2021, the first Tunnel Boring Machine began digging the 10 mile (16km) long tunnel under the Chiltern Hills.

1.1.3 Phase 2a of HS2 is a 36-mile stretch of track between the West Midlands and Crewe, brought forward ahead of Phase 2b to advance HS2's progress to the north. The High Speed Rail (West Midlands – Crewe) Act gained Royal Assent in February 2021, and the scheme is expected to be delivered into service alongside Phase One.

1.1.4 The Western Leg of Phase 2b will run from Crewe to Manchester, forming a foundation for new rail infrastructure in north-west England. It will be based on three core aims: the need for increased capacity on the UK rail network; a catalyst for growth and levelling up; and helping the UK reach its 2050 net-zero carbon target.

1.2 Refinement of the Phase 2b Western Leg route

1.2.1 There have been a number of changes to the Phase 2b Western Leg route since it was first proposed.

1.2.2 In November 2016, the Government published *High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and beyond*.[2] This confirmed most of the route for Phase 2b Western Leg. The Secretary of State also launched a consultation to seek views on seven proposed changes.[3] Following the outcome of the consultation, the Secretary of State confirmed six of the route changes.

1.2.3 In October 2018, the Government launched a consultation on the working draft Environmental Statement.[4] The consultation allowed members of the public and organisations to review and give early comment on the Phase 2b Western Leg environmental impacts, and any proposed mitigation.

1.2.4 The working draft Equality Impact Assessment Report was also consulted on during October 2018.[5] The assessment considered the potential effects of constructing and operating Phase 2b on people with protected characteristics. As set out in the Equality Act 2010, the protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

1.2.5 In June 2019, the Government launched a consultation to seek the views of local communities to allow the Secretary of State to make decisions on eleven proposed design refinements to the Phase 2b Western Leg route. The response to four of these proposals was published in October 2020.[6]

1.2.6 On 11 February 2020, the Prime Minister told Parliament that "the review recently conducted by Douglas Oakervee... leaves no doubt of the clinching case for high-speed rail."[7] Work therefore continued on the design of the Phase 2b Western Leg to avoid unnecessary delays.

2 High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and beyond: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/897407/high-speed-two-crewe-manchester-west-midlands-leeds-document.pdf

3 2016 Route consultation and decision document: www.gov.uk/government/publications/hs2-phase-2b-route-decision

4 Working draft Environmental Statement: www.gov.uk/government/consultations/hs2- phase-2b-working-draft-environmental-statement

5 Working draft Equality Impact Assessment Report: www.gov.uk/government/consultations/hs2-phase-2b-working-draft-equality-impact-assessment-report

6 Design Refinement Consultation Response: www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation

7 The Oakervee Review can be found at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/870092/oakervee-review.pdf

1.2.7 In October 2020, the Minister of State launched a consultation on four further proposed design refinements as preparation for the High Speed Rail (Crewe – Manchester) Bill. This document sets out the Minster's decisions following that consultation.

1.2.8 The Integrated Rail Plan was published in November 2021. This confirmed the Government's commitment to complete the high speed line into Manchester, including high speed stations at both Manchester Airport and Manchester Piccadilly which can be used by both HS2 and Northern Powerhouse Rail services. The station at Manchester Airport remains subject to a local funding contribution.

1.3 Approach to Consultation

1.3.1 The consultation was run by HS2 Ltd for the Department for Transport (the Department). HS2 Ltd commissioned Ipsos MORI to analyse the consultation responses and to produce a summary report. The full Ipsos MORI report is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

1.3.2 The consultation documents and response form were available online or from the HS2 Ltd Helpdesk on request. Copies of the consultation documents were sent to local councils and statutory consultees.

1.3.3 A Written Ministerial Statement was laid in Parliament on 10 October 2020, starting the consultation process. Approximately 134,000 leaflets were sent to addresses along the line of route to promote the consultation, along with adverts on social media and in the local press.

1.3.4 Due to Covid-19 restrictions in place throughout the consultation period, HS2 Ltd took the decision to discourage people from visiting locations to read the consultation documents. This decision was taken in line with Government guidance for the safety of the public.

1.3.5 Instead, 13 public webinars were held online through Microsoft Teams. One session was held for each community area, with other sessions focussing on Manchester Airport, land referencing, and tunnelling. These events ran alongside the consultation as a part of the Route Wide Update events throughout October and November 2020, with 680 people attending. The webinars were recorded and made available to watch again via the HS2 Ltd YouTube channel.[8] The recordings have received over 9,000 views.

8 HS2 Ltd's YouTube Channel: www.youtube.com/user/hs2ltd

1.4 Methodology and research process used by Ipsos MORI

1.4.1 Ipsos MORI received the responses through multiple channels. These included an online response form hosted on the Ipsos MORI website with a link directed from gov.uk, a dedicated consultation email address, and a Freepost address. Ipsos MORI dealt with the responses over three stages:

- Transferring all the responses to a consistent digital format;
- Analysis of responses through categorising specific words or phrases in the responses; and
- Using the analysed information to write a summary of the issues raised in the consultation.

1.4.2 More details about this process can be found in the full Ipsos MORI report. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

1.4.3 The report produced by Ipsos MORI does not:

- Make recommendations or draw conclusions from responses;
- Answer comments made by respondents; or
- Check the accuracy of comments.

1.4.4 The report sorts, analyses, and reports the responses received. It gives results in a format that is accessible for the public and stakeholders, and informs decision makers in Government.

2. Response to the Design Refinement Consultation

2.1 Crewe Northern Connection and changes to the design of Crewe North Rolling Stock Depot

Community Areas: MA01 | Hough to Walley's Green & MA02 | Wimboldsley to Lostock Gralam

Proposed changes to the inclusion of the Crewe Northern Connection

Background

2.1.1 In October 2017, the Government asked for views on options which could give Crewe better access to train services. The consultation asked for views on a new junction between the West Coast Main Line north of Crewe and the high speed line to Manchester, which could enable more HS2 services to call at the station.

2.1.2 In its response to the 2017 Crewe Hub consultation, the Government noted that a junction north of Crewe could improve regional connectivity by increasing the number and frequency of high speed services calling at Crewe than would otherwise be the case. This junction could potentially support more economic growth, not only around Crewe, but across Cheshire and the rest of the north west.

2.1.3 The design in the working draft Environmental Statement showed that HS2 services would use a tunnel at Crewe to bypass the station and continue on the dedicated HS2 main line towards Manchester and Scotland. Services to Liverpool would call at Crewe and then continue on the West Coast Main Line.

What the Minister of State proposed

2.1.4 The Minister of State proposed including the Crewe Northern Connection in the design for Phase 2b Western Leg. The connection would help improve connectivity at Crewe and reduce journey times across the north. Building the Crewe Northern Connection means several changes to the design shown in the working draft Environmental Statement.

2.1.5 Changes would be needed to both the HS2 route and the West Coast Main Line between Parkers Road in Crewe, and the River Dane viaduct near Bank Farm. These changes would include moving a section of the West Coast Main Line and

building a viaduct to connect the West Coast Main Line and HS2. The rail corridor would be widened. Changes would be made to footbridges and overbridges.

2.1.6 The proposed design for the Crewe Northern Connection includes a grade-separated junction. A grade-separated junction allows trains to leave and join the high speed line without affecting through trains. This junction would allow trains to cross between the West Coast Main Line and high speed lines without having to slow down or stop. It would use two viaducts to carry lines from the high speed network, over the West Coast Main Line, and connect into the existing northbound and southbound tracks. These viaducts would be up to 49ft (15m) above ground level.

2.1.7 Part of the two slow tracks of the West Coast Main Line would need to be moved to create space for the viaducts, and to allow construction to take place safely without putting the safety of the construction teams at risk. The HS2 lines need to run parallel to the existing tracks and at the same height before they can connect.

2.1.8 A 1 mile (1.6km) section of the southbound slow line would need to move up to 43yd (39m) to the east. A 0.9 mile (1.4km) section of the northbound slow line would need to move up to 32yd (29m) to the west.

2.1.9 The connection would allow HS2 trains from the south to call at an enhanced Crewe Hub Station, and then join the HS2 line to serve stations to the north of Crewe. Combined with a potential new Northern Powerhouse Rail line between Hoo Green and Liverpool, the connection would allow trains to Liverpool to call at Crewe, and then use a future Northern Powerhouse Rail route to Liverpool, rather than the West Coast Mail Line. This would make journeys between Liverpool and Crewe quicker.

Consultation question:

What are your comments on the proposals to provide a connection between HS2 and the West Coast Main Line north of Crewe?

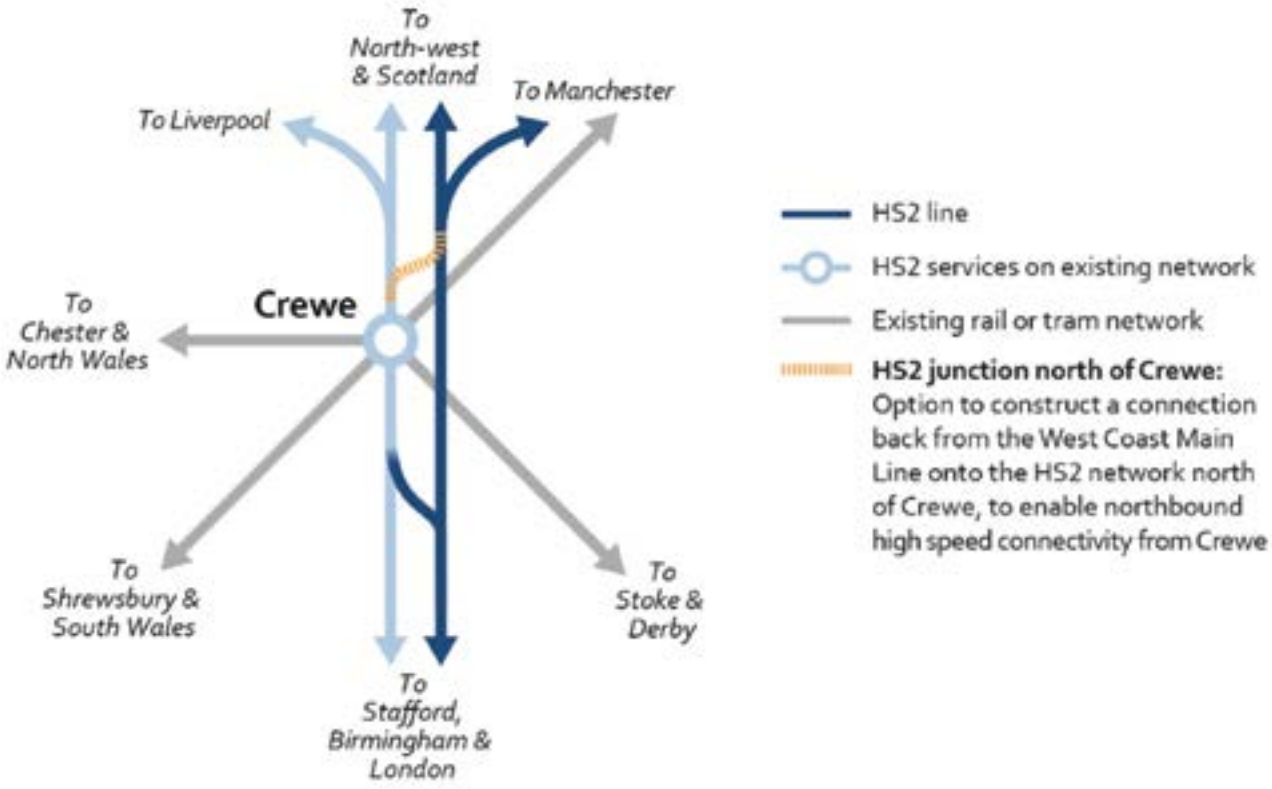

Figure 2: The proposed Crewe Northern Connection

What you said in response to the consultation

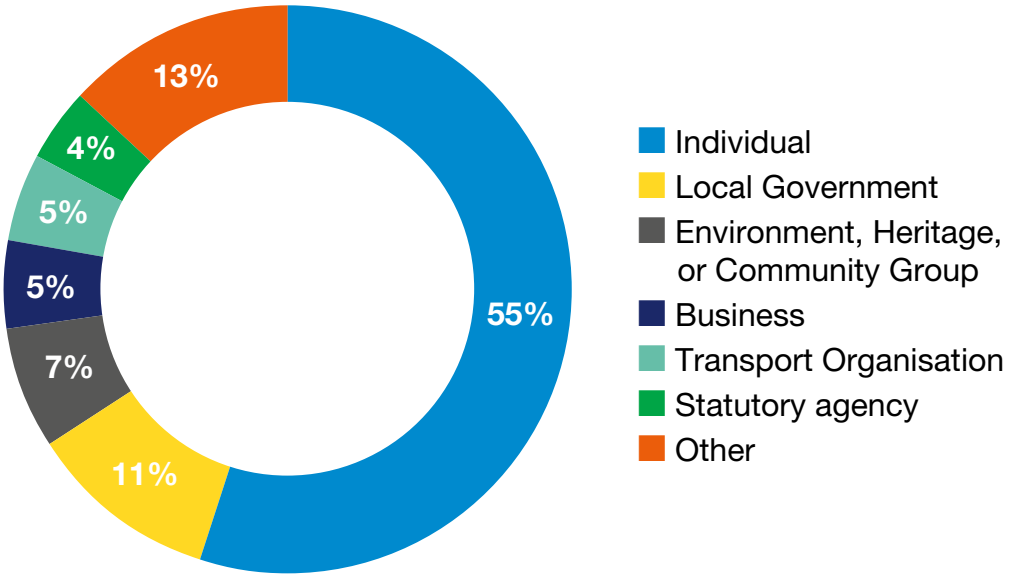

FIgure 3: Responses for the Crewe Northern Connection proposal by stakeholder type

2.1.10 A wide range of stakeholders gave their views on the proposals including: members of the local community, local councils, and local businesses. There were 129 responses from 71 members of the public and 58 organisations.

2.1.11 60 respondents supported the proposed Crewe Northern Connection, while 42 opposed it. Others left general comments and suggestions without specifying whether they were for or against the change.

2.1.12 The main themes raised in support of the proposed change were:

- The connection would increase rail capacity and connectivity at Crewe, allowing future growth and the integration of Northern Powerhouse Rail and HS2;
- The change would bring benefits to the local economy including new jobs and opportunities for local businesses; and
- The change would benefit communities in south Cheshire.

2.1.13 Themes of those against the proposed change included:

- The potential disruption in villages like Wimboldsley, south-west of Middlewich;
- Economic impacts, either due to the cost of the proposals or that the proposal was removing land from other potential uses; and
- Beliefs that the proposed changes would increase carbon emissions and harm biodiversity and habitats such as woodlands or rivers.

2.1.14 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.1.15 The Government has considered comments on the proposed design of the Crewe Northern Connection. No alternatives to the proposed changes were put forward by respondents. Although there will be disruption to residents close to the works during construction, the Government believes that the benefits of building the connection outweigh the disadvantages. The Minister of State has therefore decided to confirm the proposal set out in the consultation to include the Crewe Northern Connection in the design for Phase 2b Western Leg.

2.1.16 In the current design, all HS2 London to Liverpool services are currently required to run via Crewe and on towards Liverpool via Runcorn on the congested West Coast Main Line. The proposed Crewe Northern Connection would enable HS2 services to stop at Crewe station and re-join the HS2 network before using the Liverpool junction and new infrastructure to approach Liverpool via Warrington, avoiding the congested West Coast Main Line. This is important as around 39.5 million people travelled on the West Coast Main Line in tax year 2018 to 2019. Without the Crewe Northern

Connection, there is very limited ability for seat capacity to increase without having a negative impact on the passenger experience, particularly at rush hour.

2.1.17 By allowing trains towards Liverpool to use more of the HS2 network, capacity would be released on the West Coast Main Line. This would provide opportunity for more local stopping services between Liverpool and Crewe, or allow more freight trains to run, taking lorries off Britain's roads.

2.1.18 Building the Crewe Northern Connection creates the opportunity for Northern Powerhouse Rail services to better connect Liverpool and Warrington to London. The junction reduces journey times for journeys from Liverpool and Warrington to London. It will also provide passengers from Crewe with a high speed connection to Manchester Airport. This could reduce the journey time from Crewe to Manchester Airport, making travel easier and more accessible.

2.1.19 Designing the connection into the Phase 2b Western Leg scheme now will avoid needing to interrupt or alter HS2 services if the connection is built later. Closing the HS2 route would lead to large-scale disruption for passengers on both HS2 and West Coast Main Line trains. Building Phase 2b Western Leg and the Crewe Northern Connection at the same time will reduce this disturbance, although the Government recognises that building HS2 will cause disruption for local communities and businesses.

2.1.20 12 respondents referred to the need for measures to reduce noise and vibration, especially during construction. For Phase One and Phase 2a, HS2 Ltd followed the HS2 Code of Construction Practice to control noise and vibration whilst building the railway.[9] This included:

- Ensuring whenever possible, noisy works will take place during core working hours – Monday to Friday from 8am to 6pm, and Saturdays from 8am to 1pm;
- Using construction methods designed to reduce noise and vibration;
- Installing hoarding or noise barriers where necessary to screen works;
- Using equipment that is less likely to generate noise and vibration where possible; and
- Planning the layout of construction sites so that noisy equipment is away from homes where possible.

2.1.21 Similar rules are likely to apply to the route from Crewe to Manchester.

9 The Code of Construction Practice is available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/593592/Code_of_Construction_Practice.pdf

2.1.22 Mitigation for noise and vibration specifically on the Crewe-Manchester route will be set out in the Environmental Statement. This will be deposited alongside the High Speed Rail (Crewe – Manchester) Bill. There will be a separate consultation on the Environmental Statement. The comments received from both consultations will be considered alongside existing HS2 Ltd policies on airborne and ground-borne noise and vibration to provide necessary mitigation for residents.

2.1.23 21 responses expressed concern about the increased land take needed for the Crewe Northern Connection. The Minister of State acknowledges these concerns, particularly from stakeholders already affected by the proposals who will experience further impacts under this change. However, the full benefits of HS2 cannot be realised without building the connection.

2.1.24 Several respondents had concerns about construction traffic accessing the site. HS2 Ltd has considered suggestions about access to construction sites separately. HS2 Ltd is working closely with local councils and other stakeholders to ensure that traffic impacts are understood and that traffic management plans are developed, taking the needs of the local community into account, and will take all reasonable measures to avoid disruption to residents and businesses.

2.1.25 The Government has asked HS2 Ltd to continue to engage with the local community and stakeholders so that further opportunities to avoid, reduce or mitigate impacts are considered throughout the design development and legislation processes.

Crewe North Rolling Stock Depot

Background

2.1.26 Since the working draft Environmental Statement, it has been identified that more space is needed at Crewe North Rolling Stock Depot to stable and maintain the number of trains needed to reliably operate the HS2 network. This is because there have been changes to the assumptions about the availability of stabling sites on the existing railway network, and changes to the assumed train service patterns for Phase 2b Western Leg.

2.1.27 The design (as set out in the working draft Environmental Statement) includes a Rolling Stock Depot north of Crewe between the A530 Nantwich Road and the West Coast Main Line near Wimboldsley. This land is used for agriculture.

2.1.28 The Crewe North Rolling Stock Depot would occupy an area of 148 acres (60 hectares, or approximately 84 football pitches) and have facilities including offices, train stabling yards, and train maintenance sheds. The Crewe North Rolling Stock Depot would serve as the operation and maintenance hub for locomotives and carriages on the proposed scheme. Activities undertaken at the depot would include light and heavy maintenance, train servicing, and interior and exterior cleaning.

2.1.29 The inclusion of the Crewe Northern Connection and an Infrastructure Maintenance Base-Rail (IMB-R) means that the rail connections to and from Crewe North Rolling Stock Depot would also need to be changed. As a result, HS2 Ltd reviewed the design of the Rolling Stock Depot to work out what changes are needed to address the problems found in the earlier design.

What the Minister of State proposed

2.1.30 The Minister of State proposed increasing the size of Crewe North Rolling Stock Depot to support the stabling and maintenance of trains for Phase 2b Western Leg.

2.1.31 The depot would increase in size from approximately 148 acres (60 hectares, or approximately 84 football pitches) to approximately 160 acres (65 hectares or approximately 91 football pitches) to support the stabling and maintenance of trains. To connect the depot to the West Coast Main Line and to HS2, changes would be made to the proposed layout of the depot connections. The southbound HS2 tracks into the depot would be carried over the Shropshire Union Canal on a viaduct up to 25ft (7.8m) high. A box structure would take the tracks beneath the HS2 main line and into the depot.

2.1.32 The proposed satellite IMB-R, consisting of two 875yd (800m) sidings, would be included in the design of the scheme to the south of the main part of the depot. Trains would enter and leave the IMB-R via the depot tracks.

2.1.33 The IMB-R would be used to stable maintenance trains during the day before they are used to carry out maintenance activities along the route during the planned maintenance window for the railway. This window is between the hours of 00:00–05:00 Monday to Saturday, and 00:00–08:00 on Sundays.

2.1.34 This smaller satellite IMB-R would work in conjunction with the main IMB-R for the route between Birmingham and Crewe. This is located near Stone in Staffordshire on the Phase 2a section of HS2 line. Maintenance would be planned and managed from Stone, where maintenance trains would be loaded and dispatched to the depot at Crewe. From Crewe North Rolling Stock Depot, maintenance trains would be more conveniently placed to make best use of planned maintenance windows.

Consultation question:

What are your comments on the revised proposal for the Crewe North Rolling Stock Depot and the inclusion of an IMB-R at the site?

What you said in response to the consultation

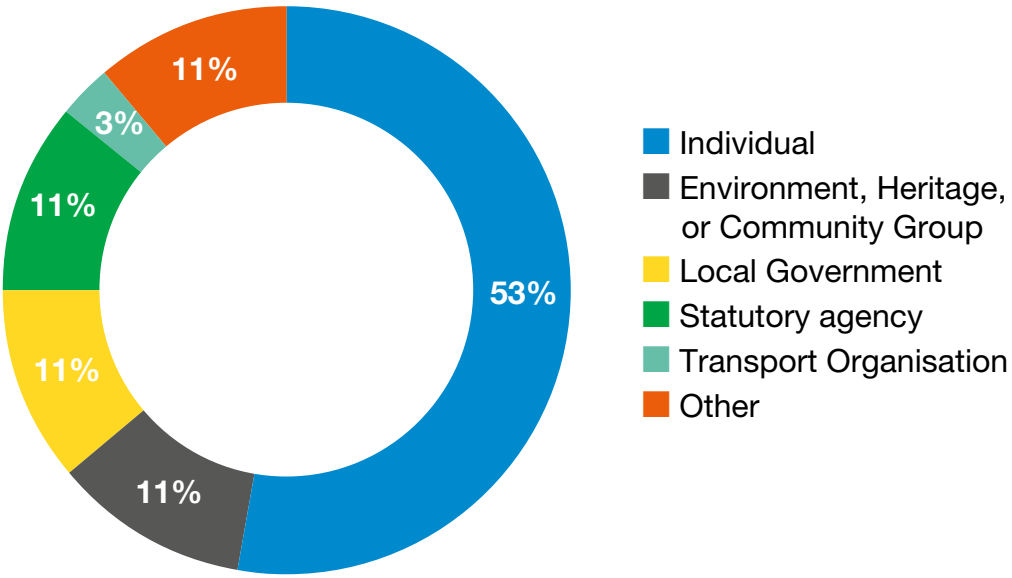

FIgure 4: Responses to the Crewe North Rolling Stock Depot by stakeholder type

2.1.35 There were 55 respondents who provided comments about the Crewe North Rolling Stock Depot. There were 15 respondents who expressed support for the proposal, and 24 who were opposed to it.

2.1.36 29 respondents were members of the local community, while 26 responses came from a wide range of organisations such as local councils, Transport for the North and the special interest organisations including the Associated Society of Locomotive Engineers and Firemen, Sustrans and the Inland Waterways Association.

2.1.37 The main themes raised in support of the proposed change were:

- The construction and operation of a depot at Crewe would create jobs for the area;
- There would be better connectivity with the rest of north-west England; and
- The depot would enable integration of Northern Powerhouse Rail with HS2.

2.1.38 Themes of those opposing or concerned by the proposed change included:

- Community impacts in villages like Wimboldsley including to property values, noise and on the landscape;
- Belief that the change is not value for money; and
- Effects the change could have on biodiversity near rivers and woodlands near the proposed site.

2.1.39 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.1.40 The Government has considered comments on the proposed changes at Crewe North Rolling Stock Depot. The Government is aware that the location and size of the depot is of significant local concern to residents and recognises the reasons for these. The site will therefore be designed to reduce potential adverse impacts and disruption, as far as reasonably practical.

2.1.41 Although there will be disruption to residents during construction, the Government believes that the benefits of increasing the size of the depot outweigh the disadvantages. Therefore, the Government has decided to confirm the proposal set out in the consultation to change the size of Crewe North Rolling Stock Depot to support the stabling and maintenance of trains for Phase 2b Western Leg.

2.1.42 The Government considers increasing the size of the Crewe North Rolling Stock Depot to be the preferable option as it:

- Supports the stabling and maintenance of trains for HS2 Phase 2b;
- Supports the maintenance of HS2 tracks and infrastructure; and
- Facilitates the removal of surplus construction material via rail, avoiding the need to remove this material via the local road network, potentially causing congestion and increasing impacts on local air quality.

2.1.43 The Government has considered if there are any new alternative sites for the location of the Rolling Stock Depot. No other new sites are available that would meet the requirements of the depot nor that would reduce environmental impacts in the area. No new suggestions for alternative sites were made in the responses to this consultation.

2.1.44 The site at Crewe has good connections to the West Coast Main Line. It is well-located for the removal of excess material from building the HS2 tracks into Manchester – material that otherwise would need to be removed by road, increasing lorry movements in the area and potentially causing congestion and decreasing local air quality. Whilst removing material by rail may still be noisy for residents, it restricts the disruption to a smaller corridor than would be the case if lorries were used.

2.1.45 Once operational, most of the maintenance work on the railway infrastructure would be carried out overnight away from the depot. During the day, the site would be used for planning and preparing for maintenance activities and the loading of maintenance trains.

2.1.46 26 respondents made suggestions about the proposed change, including:

- Relocating the depot to somewhere industrial or 'brownfield' land, such as Basford Hall Rail Yard;
- Mitigation for noise and vibration;
- Mitigation for traffic impacts; and
- Mitigation for biodiversity and habitats.

2.1.47 Alternative options such as Basford Hall Rail Yard have been previously considered and discounted as being unsuitable. This is because of their location, size, or lack of connections to the existing rail network. The site at Basford Hall Rail Yard is currently an operational freight yard. Locating an HS2 depot at Basford Hall Rail Yard would mean moving the existing freight operation elsewhere and therefore would not remove the issue of land take.

2.1.48 Basford Hall Rail Yard is further away from the line of route than the site at Crewe. Using this site would lead to increased empty train movements with sound, noise, and vibration impacts. It would affect existing railway operations and affect planned development in the area.

2.1.49 18 respondents referred to the need for mitigation for noise and vibration, traffic, and biodiversity and habitats. 13 responses expressed concerns about the land take needed for the Depot. This included stakeholders affected by the proposals and who would experience further impacts. None of these responses raised issues specific to the design of the proposals, or any other information detailed enough to inform design at this level of scheme development.

2.1.50 Mitigation for noise and vibration specifically on the Phase 2b Western Leg route will be addressed through the Environmental Statement. This will be deposited alongside the High Speed Rail (Crewe – Manchester) Bill. There will be a separate consultation on the Environmental Statement. The comments received from both consultations will be considered alongside existing HS2 Ltd policies on airborne and ground-borne noise and vibration to give necessary mitigation for residents.

2.1.51 The Department has asked HS2 Ltd to continue to engage with the local community and stakeholders so that further opportunities to avoid, reduce or mitigate impacts are considered throughout the design development process. In addition, consultation responses will be fed into ongoing assessment of the environmental impacts and help decide mitigations, including for noise and vibration, biodiversity, and carbon emissions.

2.2 Changes to the design around Manchester Airport High Speed station

Community Area: MA06 | Hulseheath to Manchester Airport

Manchester Airport High Speed Station

Background

2.2.1 Since publishing the working draft Environmental Statement in 2018, HS2 Ltd has worked with the Department of Transport (DfT), Transport for the North (TfN) and local stakeholders to improve the design of Manchester Airport High Speed station.

2.2.2 In the current design, Manchester Airport High Speed station would be built to the west of junctions 5 and 6 of the M56 and Manchester Airport. The station building would be up to 74yd (68m) wide, 65ft (20m) tall and up to 490yd (448m) in length. The station concourse would be at ground level. There would be two platforms and two through lines in a cutting up to 55ft (17m) deep and up to 55yd (50m) wide.

2.2.3 Manchester Airport High Speed station would also include provision for Metrolink platforms to the north of the station, taxi drop-off and pick-up bays, private car drop-off and pick-up bays, and bus and coach parking bays.

What the Minister of of State proposed

2.2.4 The Minister of State proposed:

- Increasing the number of platforms at the station from two to four;
- Raising the vertical alignment of the railway to reduce the depth of the cutting at the station;
- Raising the height of the station concourse on both sides of the station;
- Increasing the number of car parking spaces at the station;
- Moving the station platforms 66yd (60m) to the north to help build a future extension of Metrolink; and
- Including a viaduct at the northern end of the station to accommodate a future Metrolink stop.

2.2.5 The changes proposed:

- Aim to improve the integration of HS2 with the wider transport network (including future development of Metrolink);
- Reflect feedback on the working draft Environmental Statement design; and
- Support a greater number of rail services at the station as part of Northern Powerhouse Rail.

Consultation question:

What are your comments on the proposed changes to the design of Manchester Airport High Speed station?

What you said in response to the consultation

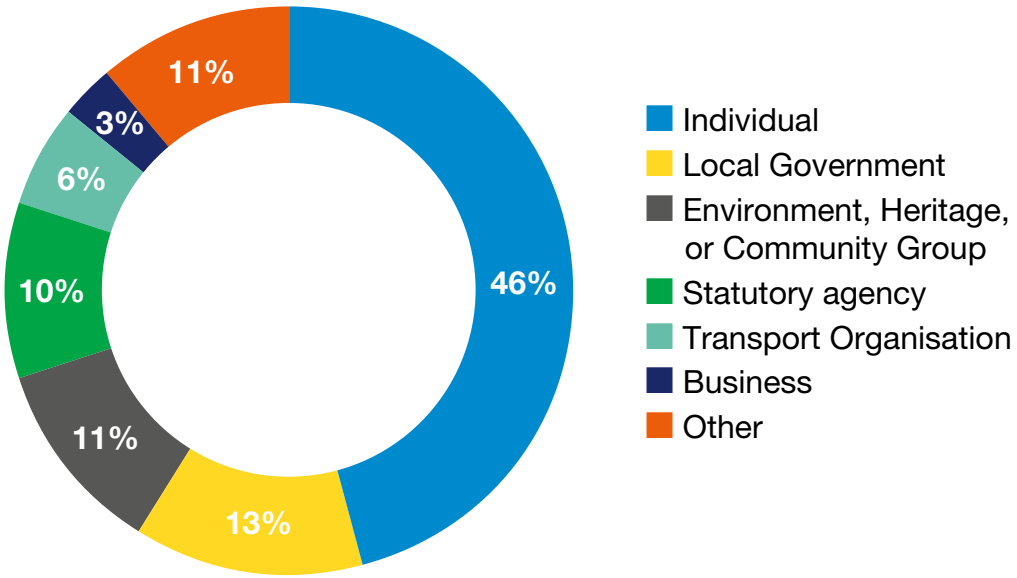

FIgure 5: Responses for the Manchester Airport High Speed Station design changes by stakeholder type

2.2.6 There were 63 respondents who gave comments about the proposed changes to the design of Manchester Airport High Speed station.

2.2.7 Comments were received from 29 members of the public and 34 organisations. These included the Tatton Estate, pressure group 20 Miles More, Liverpool City Region and National Highways (previously Highways England).

2.2.8 Most respondents were in favour of the improved connectivity and journey times, as well as the potential for Northern Powerhouse Rail integration in the future.

2.2.9 Themes of those opposing or concerned by the proposed change included:

- The station costing too much to build;
- The location is too far from Manchester Airport;
- Negative impacts on house prices in the area; and
- Potential impacts on the landscape and biodiversity.

2.2.10 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.2.11 The Government has carefully considered all the points made during this consultation, as well as input from stakeholders on the working draft Environmental Statement. The Government is aware of the concerns of residents about the impact on their communities and businesses.

2.2.12 Manchester Airport High Speed station is an important part of the HS2 and Northern Powerhouse Rail networks. Their combined impact would double the number of people across the north who could access Manchester Airport within 90 minutes. This makes the station an important international gateway to the north of England. As well as providing improved connections, Manchester Airport High Speed station could help attract more foreign investment to the region.

2.2.13 The proposed changes will improve connections across the north-west as part of Northern Powerhouse Rail. Making these changes now as part of the development of Phase 2b Western Leg will avoid the need for further construction later. A second set of building works would double the impact on communities, as well as on users of Manchester Airport High Speed station. The Government has therefore decided to confirm the proposals set out in the consultation to change the design of Manchester Airport High Speed station.

Location of Manchester Airport High Speed station

2.2.14 Several respondents suggested moving the station closer to Manchester Airport or removing the station from the plans for Phase 2b Western Leg entirely.

2.2.15 The location of Manchester Airport High Speed station has been established through previous public consultations and design work by HS2 Ltd. Moving the station would increase the number of potential demolitions and have greater impacts

on biodiversity in the area, including on rivers and ancient woodland. Other sites would have a greater impact on the operation of Manchester Airport and other commercial properties.

2.2.16 The current location of Manchester Airport High Speed station means that the area south of Manchester, including Stockport and north Cheshire, could access HS2 services, without needing to travel into Manchester city centre. Given these factors, the possibility of removing Manchester Airport High Speed station from the design for Phase 2b Western Leg was not progressed.

2.2.17 Construction of this station, and its inclusion in the final scheme, remains subject to agreeing an appropriate local funding contribution. The Department continues to collaborate positively with Greater Manchester Combined Authority, Manchester Airports Group and other Greater Manchester delivery partners on this matter.

Metrolink

2.2.18 Building some of the infrastructure needed for Metrolink now will make it easier to link the station to Metrolink in the future. No alternative proposals to the Metrolink design were put forward through consultation responses. The Government therefore considers the Metrolink design as set out in this consultation to be the best option.

2.2.19 The Government recognises the concerns of respondents on the potential increased visual impacts of the proposed changes. The Government has asked HS2 Ltd to continue to engage with the local community and stakeholders, including Transport for Greater Manchester, so that further opportunities to avoid, reduce or mitigate impacts are considered in ongoing design development.

Changes to the road network

Background

2.2.20 The working draft Environmental Statement showed an access road on the eastern side of Manchester Airport High Speed station. This would connect the station to the M56 junction 6/A538 Hale Road roundabout. However, further assessment and engagement with stakeholders has showed the need to make several other modifications to the road layout in this area.

What the Minister of State proposed

2.2.21 To improve access to Manchester Airport High Speed station, the Minister of State proposed:

- Realigning Hale Road and Hasty Lane to allow for an increase in traffic and to give more access to car parks, pick up and drop offs, and a public transport interchange;

- Making improvements at Junction 6 of the M56 to provide increased capacity for traffic and better access for pedestrians and cyclists under the M56;
- Realigning Thorley Lane over the HS2 tracks to give priority access to the station for public transport, emergency vehicles and pedestrians; and
- Increasing the height of HS2 over the M56 to allow for potential expansion by National Highways.

Consultation question:

What are your comments on the proposed changes to the road network around the new Manchester Airport High Speed station?

What you said in response to the consultation

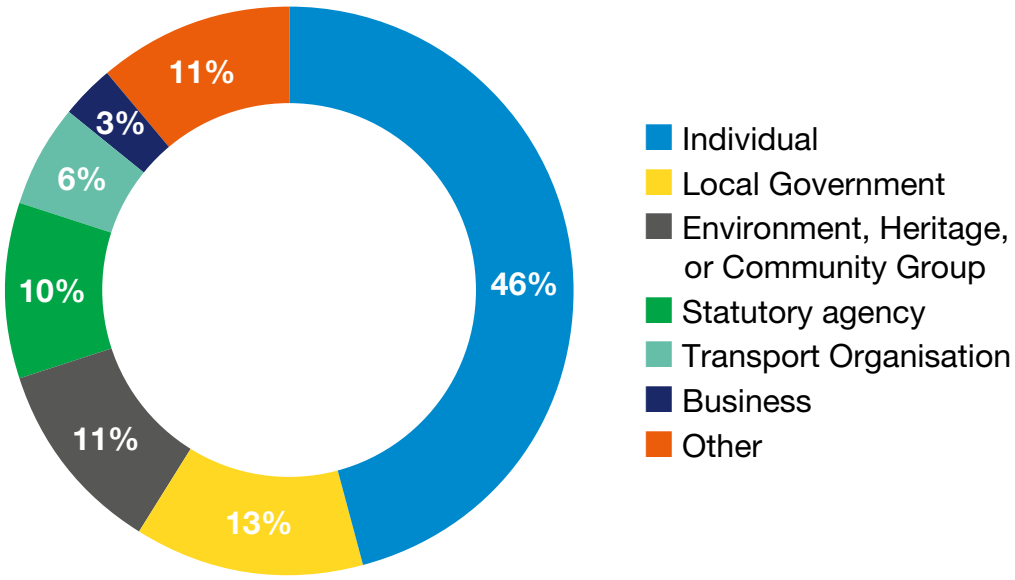

FIgure 6: Responses for the Manchester Airport High Speed Station design changes by stakeholder type

2.2.22 There were 46 respondents who gave comments about the proposed changes to the road network around the new Manchester Airport High Speed station.

2.2.23 22 of the 46 respondents were members of the public while 24 were from organisations including National Highways, the Wildlife Trust for Lancashire, Manchester and North Merseyside, and Manchester City Council.

2.2.24 Six of the 46 responses were in support of the proposed change which welcomed the potential for improved access to the airport, more capacity on the M56 and Northern Powerhouse Rail integration.

2.2.25 Themes of the 22 responses opposing or concerned by the proposed change included:

- Possible increased congestion in residential areas during construction which could lead to a fall in house prices;
- Construction will cause disruption in the local community; and
- Belief that the works would be too expensive and there could be detrimental economic impacts on the area.

2.2.26 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.2.27 The Government has carefully considered all the points made by respondents during the consultation. Although there were concerns from stakeholders about congestion on the M56, the Government believes that the benefits of changing the road layout outweigh the disadvantages. The Government has therefore decided to confirm the proposal set out in the consultation to include the road changes in the design for Phase 2b Western Leg.

2.2.28 Without making these changes, constructing a high speed station at Manchester Airport will have a large negative impact on the Strategic Road Network compared to the earlier design. These changes also allow for potential future expansion of the road network around the station, without the need for further road layout changes.

2.2.29 A few respondents highlighted the need to encourage pedestrians and cyclists in the area, rather than add to congestion. The proposed changes allow access to the station by both pedestrians and cyclists, helping reduce car usage across the wider area. These methods include a new pedestrian and cycle route to the west of the station, a new underpass under the M56, and an extension to the Hasty Lane underpass.

2.2.30 Changes at Thorley Lane will help pedestrians and cyclists access the station using a segregated link. Both the Department and HS2 Ltd will continue to engage with local councils and other stakeholders on the need and designs for cycle provision to look for further improvements in line with the Department's Local Transport Note 1/20.[10]

2.2.31 Traffic management plans will be developed in consultation with local councils and emergency services. These will aim to reduce the impact of construction on road congestion. Where possible, any diversions or road closures necessary will be limited

10 Cycle Infrastructure design LTN 1/20: www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

to weekend or overnight closures to avoid increasing congestion. Further traffic mitigations will be set out in the Environmental Statement which will be published alongside the High Speed Rail (Crewe - Manchester) Bill.

2.2.32 Construction of this station and its inclusion in the final scheme remains subject to agreeing an appropriate local funding contribution. Both HS2 Ltd and DfT continue to collaborate positively with Greater Manchester Combined Authority, Manchester Airports Group and other Greater Manchester delivery partners on this.

2.2.33 DfT and HS2 Ltd remain engaged with key stakeholders such as National Highways to help mitigate their concerns and continue to seek further input about these proposals to ensure that these design changes minimise impacts on congestion and air quality for residents.

2.3 Changes to the design around Manchester Piccadilly High Speed station

Community Areas: MA07 | Davenport Green to Ardwick and MA08 | Manchester Piccadilly Station

Additional platforms at Manchester Piccadilly High Speed station

Background

2.3.1 In July 2017, the Secretary of State confirmed the approach to Manchester Piccadilly as part of the *HS2 Phase 2b Route Decision*.[11] The design for the scheme was shifted to up to 405yd (370m) eastwards away from West Gorton. This straightened the approach to Manchester Piccadilly, reducing the impact on the structure of the existing station. Work on proposals to find the correct solution for Manchester Piccadilly has continued to evolve.

2.3.2 The current design of Manchester Piccadilly High Speed station is a terminus station, occupying land from St Andrews Street in the east, to Ducie Street in the west. It connects to the existing Manchester Piccadilly station. Manchester Piccadilly High Speed station would be 487yd (445m) in length and 55yd (50m) in width. The platforms would be arranged with one island platform and two edge platforms.

2.3.3 The station would be constructed on two main levels. At platform level, there would be a new entrance to both the existing Manchester Piccadilly station and the proposed Manchester Piccadilly High Speed station. Passengers entering the station would either go forward for conventional services, or down to a lower concourse level for high speed services. The lower concourse level would give access to four new platforms on the north side of the Manchester Piccadilly High Speed station.

11 2017 HS2 Phase 2b route decision: www.gov.uk/government/publications/hs2-phase-2b-route-decision

What the Minister of State proposed

2.3.4 The Minister of State proposed increasing the number of platforms at Manchester Piccadilly High Speed station and changing their configuration. This would ensure the HS2 network was ready for Northern Powerhouse Rail services in the future. There would be a new platform layout of three island platforms. This would increase the number of platforms at Manchester Piccadilly High Speed station from four to six to accommodate the proposed number of HS2 and Northern Powerhouse Rail services.

Consultation question:

What are your comments on the inclusion of two additional platforms into the design of Manchester Piccadilly High Speed station?

What you said in response to the consultation

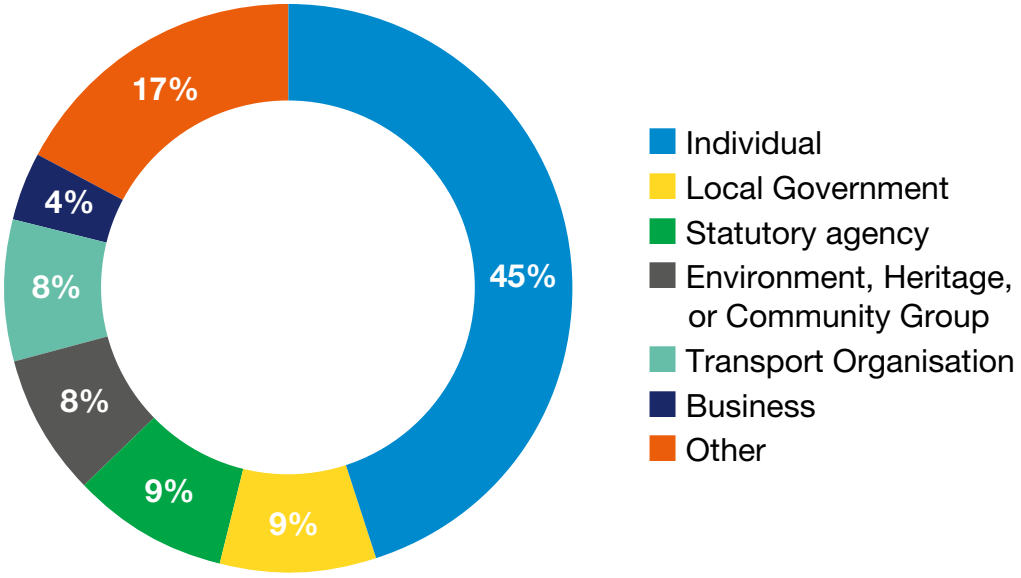

FIgure 7: Responses to the proposal to increase the number of platforms at Manchester Piccadilly by stakeholder type

2.3.5 There were 53 respondents who provided comments about the proposal to include two additional platforms into the design of Manchester Piccadilly High Speed station. Comments were received from 24 members of the public and 29 organisations including Network Rail, Manchester City Council, the Liverpool City Region and the Scottish Association for Public Transport.

2.3.6 27 respondents expressed positive comments in support of the proposal, and 13 respondents provided negative comments in opposition to it. 29 of those who provided comments raised concerns about the proposal, without necessarily opposing it outright. 27 of those who provided comments made suggestions about the proposal.

2.3.7 The main themes raised in support of the proposed change were:

- The increased rail capacity and possibility for Northern Powerhouse Rail integration; and
- Improved economic opportunities in both Manchester City Centre and the surrounding areas.

2.3.8 The main themes raised in opposition or as a concern about the change were:

- The station being a terminus rather than one which has through tracks, potentially having a negative impact on Northern Powerhouse Rail integration;
- Concerns about the impact on the local community; and
- The station being above ground having an adverse effect on the Piccadilly regeneration strategy.

2.3.9 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.3.10 The Government has carefully considered all the points made by respondents during the consultation, as well as information received from stakeholder engagement. The Government has therefore decided to confirm the proposal to increase the number of platforms at Manchester Piccadilly High Speed station from four to six.

2.3.11 Increasing the number of platforms allows both HS2 services and Northern Powerhouse Rail trains to use the same platforms, improving journey times and the number of potential connections for passengers. Without increasing the number of platforms, the number of Northern Powerhouse Rail trains able to travel into Manchester would be limited.

2.3.12 The changes proposed at Manchester Piccadilly are designed to fit with the Piccadilly Strategic Regeneration Framework. Both DfT and HS2 Ltd have worked closely with Manchester City Council and Transport for Greater Manchester to ensure that development of HS2 promotes wider connectivity across Greater Manchester.

2.3.13 Some comments suggested that more than two additional platforms should be built to support Northern Powerhouse Rail and HS2 services. This suggestion was not progressed as the number of platforms is sufficient to meet future demand. This option would also require an increase in land take and an increase in the volume of construction traffic.

2.3.14 Several respondents proposed that the additional platforms for Northern Powerhouse Rail should be built underground rather than above ground as in the current design. They suggested that an underground station would better support the proposed rail links between Liverpool and Leeds. The Government confirmed a surface station located at Manchester Piccadilly as its preferred option for Phase 2b Western Leg in the July 2017 command paper High Speed Two: From Concept to Reality.

2.3.15 Further detailed design work for an underground station at Manchester Piccadilly was completed in July 2021. This was conducted with input from Transport for the North, Manchester City Council and Transport for Greater Manchester. This has allowed for a comparison to be made with the surface station option. A surface station gives similar benefits to an underground station at a fraction of the cost and complexity, with less inconvenience to station users, communities, and residents. An underground station would make more land available for development, but building an underground station would also add construction time and increase the costs of HS2. This would delay the opening of Manchester Piccadilly High Speed station by a considerable period and therefore delay the running of HS2 trains between Manchester and other destinations. The Integrated Rail Plan confirmed the Government's view that a combined surface station is the right solution subject to confirmation in this Response.[12] Ministers consider the impact of a surface station to be acceptable for the reasons above, and the Bill therefore contains such a design.

2.3.16 The Government is aware of the impacts on the Manchester Piccadilly area caused by the changes, particularly the additional land needed to build the platforms. The Department has asked HS2 Ltd to continue to engage with the local community and stakeholders so that further opportunities to avoid, reduce or mitigate impacts are considered in ongoing design development.

Metrolink

Background

2.3.17 At Manchester Piccadilly Station, there is a two-platform Metrolink tram stop at street level in the undercroft of the rail station, next to the short-stay station car park. This stop is referred to as Piccadilly tram stop. Tram services from Piccadilly tram stop go to Ashton and the Etihad Campus in one direction and Altrincham, Bury, Eccles and Media City in the other. The design for Manchester Piccadilly station shown in the working draft Environmental Statement proposed only minor alterations to the access for Piccadilly tram stop.

2.3.18 Greater Manchester stakeholders have aspirations to expand the Metrolink network around Greater Manchester and to improve access for pedestrians underneath the

12 Integrated Rail Plan for the North and Midlands: www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-midlands

existing Piccadilly Station between Piccadilly Central and Ardwick. This forms a part of the city's Manchester Piccadilly Strategic Regeneration Framework.[13]

What the Minister of State proposed

2.3.19 The Minister of State proposed:

- Moving the existing Piccadilly tram stop underground, beneath the new High Speed station;
- Increasing the number of platforms at the Piccadilly tram stop from two to four;
- Connecting the relocated Piccadilly tram stop with the existing Metrolink tracks; and
- Making provision for a new Metrolink stop on the north-eastern side of the High Speed station, to be called Piccadilly Central, which would include a spur from the Metrolink tracks beneath the High Speed station.

Consultation question:

What are your comments on the proposed changes to Metrolink around Manchester Piccadilly High Speed station?

What you said in response to the consultation

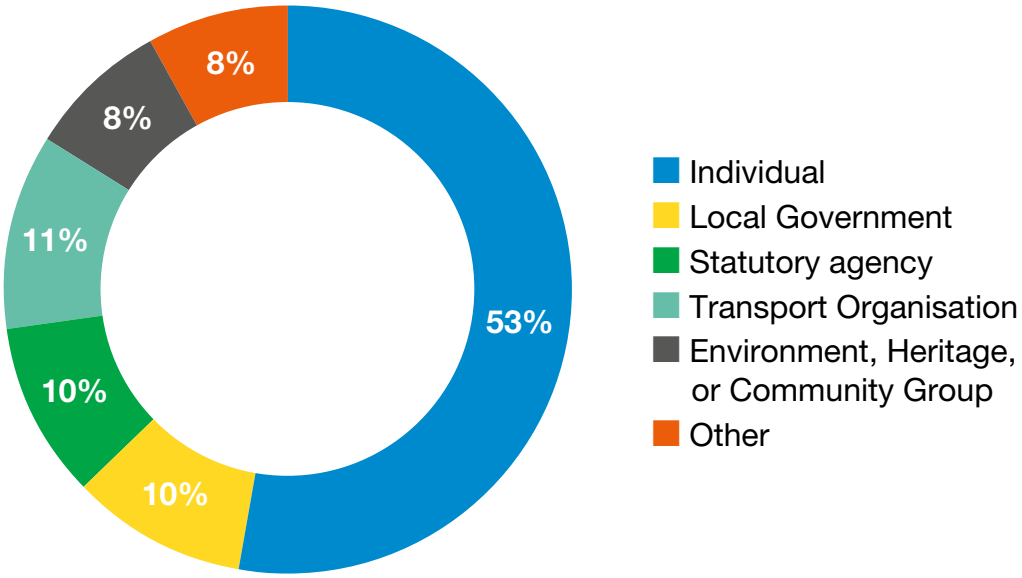

FIgure 8: Responses to the Metrolink changes at Manchester Piccadilly by stakeholder type

13 Manchester Piccadilly Strategic Regeneration Framework: www.manchester.gov.uk/downloads/download/6868/manchester_piccadilly_srf_march_2018

2.3.20 There were 38 respondents who gave comments about the proposed Metrolink changes at Manchester Piccadilly High Speed station. Comments were received from 20 members of the public and 18 organisations including Greater Manchester Combined Authority, Transport for the North and Historic England.

2.3.21 20 of those who gave comments expressed support for the proposal, while 6 respondents were opposed. There were also 10 respondents who raised concerns without necessarily being opposed outright to the proposal, and 11 respondents who made suggestions about how the proposal could be improved.

2.3.22 The main themes in favour of the proposals included:

- The changes could help protect the rail network from the need for future changes;
- It could improve network connectivity; and
- An increase in tram capacity at Manchester Piccadilly station would bring it in line with capacity at Manchester Victoria station.

2.3.23 The main themes raised in opposition or as a concern about the change were:

- The changes would not be needed due to lack of demand;
- Concerns about accessibility aspects, such as the distance between Manchester Piccadilly and the Metrolink platforms; and
- The local community could be negatively impacted.

2.3.24 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.3.25 The Minister of State has carefully considered all the points made by respondents during the consultation. The Minister of State considers moving the location of Piccadilly tram stop and increasing the number of platforms to be the best choice as these changes will enable new destinations to be served by Metrolink and provide effective interchange between Metrolink, conventional rail services and Northern Powerhouse Rail and HS2 trains. These changes aim to reduce congestion and help onward travel of passengers from conventional rail and High Speed rail services. Therefore, the Minister of State is confirming the changes proposed in the consultation.

2.3.26 The Manchester Metrolink carried 44 million passengers in tax year 2019 to 2020.[14] This was an increase of 25 million passengers on tax year 2010 to 2011 figures. Future flows of people arriving at and departing from Manchester Piccadilly are expected to increase by 13% by 2038, from 110,000 people in 2018 to 125,000 in 2038. Without a similar increase in tram capacity, the Metrolink system could become increasingly overcrowded. Increasing the number of platforms at Manchester Piccadilly would help alleviate any overcrowding and enable passengers to continue their onwards journeys more quickly.

2.3.27 Two respondents felt that there was no need for both Piccadilly tram stop, and the proposed Piccadilly Central tram stop to be in such close proximity. The consultation had proposed a spur from the Metrolink tracks beneath the high speed platforms to serve Piccadilly Central tram stop. The platforms for Piccadilly Central tram stop, mechanical and electrical works and works beyond Piccadilly Central tram stop would be delivered and funded by another organisation in future and local transport providers will therefore be the key decision-makers for the facility. In line with the process set at Birmingham, Government's expectation is that funding for this will ultimately come from the budget provision made for local transport in Manchester.

2.3.28 There were also concerns around the accessibility of the relocated Piccadilly tram stop. Although the final station design is not yet confirmed, level changes needed to access the Metrolink platforms will be minimised to help passenger movements between different methods of transport.

2.3.29 The Minister of State is aware of the potential impacts caused by confirming this change. HS2 Ltd will continue to engage with the local community and stakeholders so that further opportunities to avoid, reduce or mitigate impacts are considered throughout the detailed design development.

Passive Provision for a Manchester to Leeds Junction

Background

2.3.30 Passive provision refers to the minimum amount of construction needed to avoid disruption to the operation of HS2 when fully building the junction in the future. Passive provision for this junction would include civil engineering structures and earthworks in the Ardwick area on the approach to Manchester Piccadilly High Speed station.

2.3.31 Passive provision would mean the construction of an embankment to the south of the HS2 Manchester Spur across the A665 and Midland Street at a height of up to 15ft (4.5m). A box structure up to 16ft (5m) high would be built across the HS2 main line near Rondin Road. The future Manchester to Leeds line would cross over the Manchester Spur near Ardwick at a height of 30ft (9m). Constructing this junction would allow Northern Powerhouse Rail services to travel beyond Manchester to Leeds.

14 Light Rail and Tram Statistics, England: 2019/20: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951076/light-rail-and-tram-statistics-england-march-2020.pdf

What the Minister of State proposed

2.3.32 To support the future development of Northern Powerhouse Rail services, the Minister of State proposed building passive provision for a future connection to Leeds from Manchester.

Consultation question:

What are your comments on the proposed inclusion of passive provision for a future Manchester to Leeds Junction?

What you said in response to the consultation

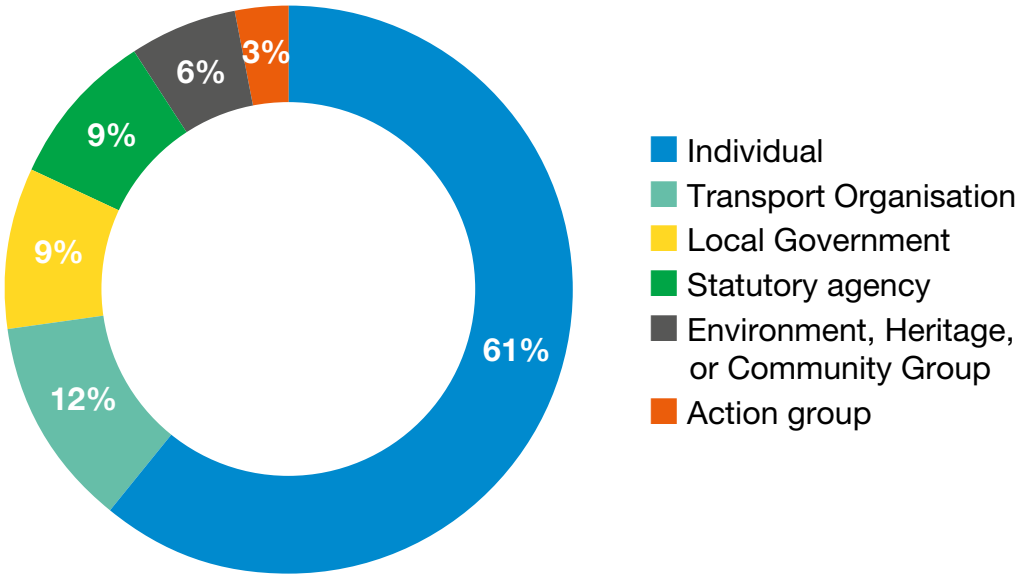

FIgure 9: Responses to the proposed Manchester to Leeds junction by stakeholder type

2.3.33 35 respondents provided comments about the proposed passive provision for a future Manchester to Leeds junction. This included comments from 20 members of the public and 15 organisations, including Network Rail, 20 Miles More and National Highways.

2.3.34 18 respondents expressed support for the proposal, while 11 respondents provided opposing comments. There were also 10 respondents who raised concerns, and 14 respondents who made suggestions about the proposal.

2.3.35 The main comments in favour of the proposal were:

- It would help future-proof the train network;

- It could facilitate integration with Northern Powerhouse Rail;
- It could help reduce overcrowding on rail network; and
- It represents a cost-effective solution.

2.3.36 The main themes raised in opposition or as a concern about the change were:

- A terminus station at Manchester Piccadilly would not help improve services between Manchester and Leeds;
- The proposal would be a waste of money, which could be better spent on something else; and
- There would be adverse impacts on Manchester city centre, in particular on homeowners in the area.

2.3.37 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.3.38 The Department acknowledges all the comments made on this proposal. Having carefully considered the responses made during the consultation, the Minister of State has decided to confirm the passive provision for a future Manchester to Leeds junction. The Government believes that future proofing Northern Powerhouse Rail and HS2 services by including passive provision for the proposed Manchester to Leeds junction is worthwhile due to the reduced construction impacts and lower costs this will provide.

2.3.39 This means that the passive provision for this future junction will be included in the High Speed Rail (Crewe – Manchester) Bill, which involves the civil engineering and earthworks needed within approximately 547yd (500m) of HS2 infrastructure.

2.3.40 The Minister of State understands that the alignment of future lines to Leeds is a specific concern for residents. Including passive provision for these junctions in the High Speed (Crewe – Manchester) Bill will allow the public to comment on the emerging designs for Northern Powerhouse Rail connections at the earliest opportunity. If a decision is taken in the future to build a new line between Leeds and Manchester, the route for this train line would be subject to its own further consultation.

2.3.41 The Government is aware of the issues that building a new railway can cause to those who live nearby. The Minister of State recognises that communities are concerned about the effects of construction in their local areas. Both DfT and HS2 Ltd are

committed to managing these impacts and reducing disruption to communities, businesses and the environment in the ways that reflect best practice used by the construction industry.

2.3.42 As the scheme progresses, HS2 Ltd will continue to work with local communities, local councils and other stakeholders as it develops the engineering design to address the local effects of construction in a way which minimises potential impacts.

Ardwick Train Care Facility

Background

2.3.43 In the current design, the Manchester spur enters a twin-bored tunnel in the Davenport Green area. The tunnel would be 8 miles (13km) long and exit in the Ardwick area (Community Area MA07 Davenport Green to Ardwick) at the carriage sheds of the Siemens Ardwick Train Care Facility. From here, the HS2 tracks would continue north in a cutting up to 142yd (130m) in length, 20yd (18m) wide and 1.6ft (0.5m) deep and then onto a viaduct before reaching Manchester Piccadilly High Speed station.

2.3.44 The current location of the north portal of the Manchester tunnel requires the demolition of the carriage sheds at the Siemens Ardwick Train Care Facility, as well as the reconfiguration of the rest of the depot site. This depot is essential for stabling trains operating into and out of Manchester Piccadilly and therefore a key part of the Northern transport network.

2.3.45 Any replacement depot would need to be fully operational before the existing carriage sheds were demolished to avoid disruption to existing rail services. The need to change or move these facilities would increase the length of the construction programme for HS2 and introduce additional costs. Alongside the increased costs and construction programme impacts, the demolition of the existing carriage shed, and reconfiguration of the Ardwick Train Care Facility could have noise, air, landscape, and visual impacts on both residential and commercial properties in the area.

2.3.46 Due to these issues, HS2 Ltd considered alternative options to demolishing or remodelling the Ardwick Train Care Facility.

2.3.47 Two potential locations were found for the tunnel portal. The first possibility would avoid the need to relocate the facility by moving the Manchester tunnel portal approximately 197yd (180m) to the east. The second option would avoid the need to relocate the facility by moving the Manchester tunnel portal up to 131yd (120m) to the west.

2.3.48 The first option was not progressed as, compared to the second, it increased the overall length of the Manchester tunnel and subsequently the length of the construction programme and the associated costs. The portal for the second option would be located on the west side of Rondin Road, on land currently occupied by a metal recycling company, but beyond the Ardwick Train Care Facility.

What the Minister of State proposed

2.3.49 The Minister of State proposed moving the Manchester tunnel north portal up to 131yd (120m) to the west of its current planned location. The new location for the tunnel portal would be located on the west side of Rondin Road, on land currently occupied by a metal recycling company, beyond the Ardwick Train Care Facility.

2.3.50 The tunnel portal would no longer impact on the Ardwick Train Care Facility, removing the need to move the train maintenance and stabling facilities.

Consultation question:

What are your comments on the proposed relocation of the Manchester tunnel portal to avoid the need to demolish the train care facility at Ardwick Depot?

What you said in response to the consultation

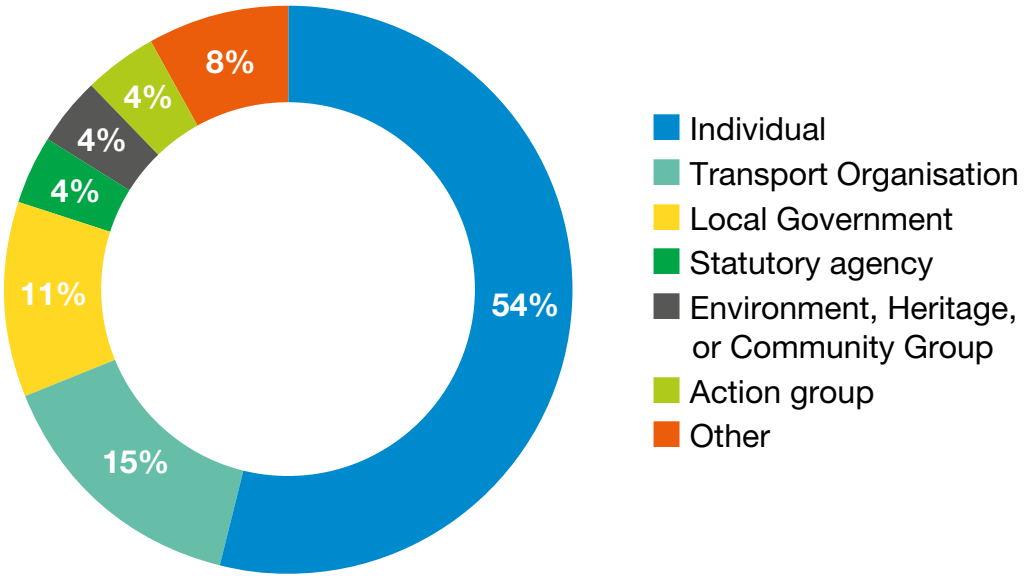

FIgure 10: Responses to the proposed relocation of the Manchester tunnel portal by stakeholder type

2.3.51 26 respondents provided comments about the proposed relocation of the Manchester tunnel portal. This included 14 members of the public and 12 organisations, including Transport for the North, Greater Manchester Combined Authority and United Utilities.

2.3.52 16 respondents gave supportive comments and six respondents provided comments in opposition to the proposal. There were also six respondents who raised concerns, and five respondents who made suggestions about the proposal.

2.3.53 The main comments in favour of the proposal were:

- The proposal could improve connectivity between HS2 and the conventional rail network;
- It would reduce surface disruption; and
- The proposal could improve rail capacity.

2.3.54 The main themes raised in opposition or as a concern about the change were:

- Local businesses and the local economy could be negatively affected;
- There could be negative consequences for regeneration and development in the area; and
- It could impact on the planned tram-train extension.

2.3.55 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.3.56 The Government has carefully considered all the points made by respondents during the consultation. Although moving the tunnel portal will have a negative impact on some businesses, particularly the metal recycling facility, the Government believes that the benefits of moving the portal outweigh the disadvantages. The Government has therefore decided to confirm the proposed relocation of the Manchester tunnel portal.

2.3.57 Not moving the tunnel portal would negatively affect the operation of existing rail routes in and out of Manchester. The existing depot would need to be remodelled to ensure that stabling, refuelling and carriage cleaning facilities are available throughout the HS2 construction works. Therefore, building the tunnel portal in the depot is not possible.

2.3.58 The Government recognises that moving the tunnel portal up to 131yd (120m) to the west will have an impact on the metal recycling facility. Some consultation responses suggested affected businesses should be helped with relocation or be given compensation. The Department and HS2 Ltd will engage with the affected businesses to understand their needs and find the best solution.

2.3.59 Several respondents suggested a longer tunnel would both avoid an impact on the Ardwick depot and protect businesses around the proposed tunnel portal on the route into Manchester Piccadilly High Speed station. As described in the consultation

document, an option for a longer tunnel was not progressed due to increased cost and construction timetable, as well as the need for a further shaft. Building an extra vent shaft would have a new impact on previously unaffected areas.

2.3.60 Some respondents were concerned about the impacts on the possible tram-train extension. The planned tram-train extension from Manchester Piccadilly towards Glossop and Marple is at an early stage of development, with route options still to be decided.[15] This is planned to be part of a wider expansion of the rapid-transit network across Greater Manchester. However, delivery of designs for a tram-train network is not expected to be possible until around 2030 at the earliest.[16] Waiting for this decision would significantly delay building the HS2 network and cause unnecessary uncertainty for local businesses and residents. Whilst acknowledging that alternative routes may need to be found for the tram-train, the Government believes that the location to the west of Rondin Road is still the best option for the tunnel portal.

Changes to the road network

Background

2.3.61 The design shown in the working draft Environmental Statement did not show any changes to the road network around Manchester Piccadilly High Speed station. However, further work has demonstrated the need to adjust the roads in this area.

2.3.62 This is due to clearance issues caused by the HS2 viaduct into Piccadilly station, severance of highways caused by provision for the proposed Manchester to Leeds junction, and further design changes around the station building.

What the Minister of State proposed

2.3.63 The Minister of State proposed changing the road network around the station to avoid disruption to road users and direct highways around HS2 works.

2.3.64 The triangular shaped junction of A665 Pin Mill Brow, A665 Chancellor Lane, A635 Ashton Old Road, A635 Mancunian Way and A635 Fairfield Street would be realigned to form a gyratory system. The A665 Chancellor Lane would be realigned so it runs parallel to the existing Crewe to Manchester Line viaduct. Midland Street would remain open for local access, but it would no longer serve as a through route between A665 Chancellor Lane and A635 Ashton Old Road.

2.3.65 North Western Street would remain open for local access to the east of A635 Mancunian Way towards A665 Chancellor Lane. North Western Street would be

15 Greater Manchester Five Year Transport Delivery Plan 2021-2026: downloads.ctfassets.net/nv7y93idf4jq/5Y95swfmf42WVZozNA4fE/84092928376473c507ec000098b18c35/Delivery_Plan_2021-2026_Jan_2021_Final.pdf

16 Greater Manchester Transport Strategy 2040: assets.ctfassets.net/nv7y93idf4jq/01xbKQQNW0ZYLzYvcj1z7c/4b6804acd572f00d8d728194ef62bb89/Greater_Manchester_Transport_Strategy_2040_final.pdf

closed between B6469 Fairfield Street and the Chapelfield Road/Crane Street junction. This is to build a new Network Rail access ramp for vehicle access to the Network Rail viaduct. The proposed Manchester Piccadilly High Speed station will sever the existing access from Ducie Street. The new access ramp would be accessed via Chapelfield Road.

2.3.66 To build a new road along the north side of Manchester Piccadilly High Speed station, several roads and junctions would be changed. This includes Helmet Street, Adair Street, Travis Street, Sheffield Street, Baird Street, Broad Street, Store Street, Chapeltown Street, Heyrod Street, St Andrew's Street and Ducie Street.

Consultation question:

What are your comments on the proposed changes to the road network around the new Manchester Piccadilly High Speed station?

What you said in response to the consultation

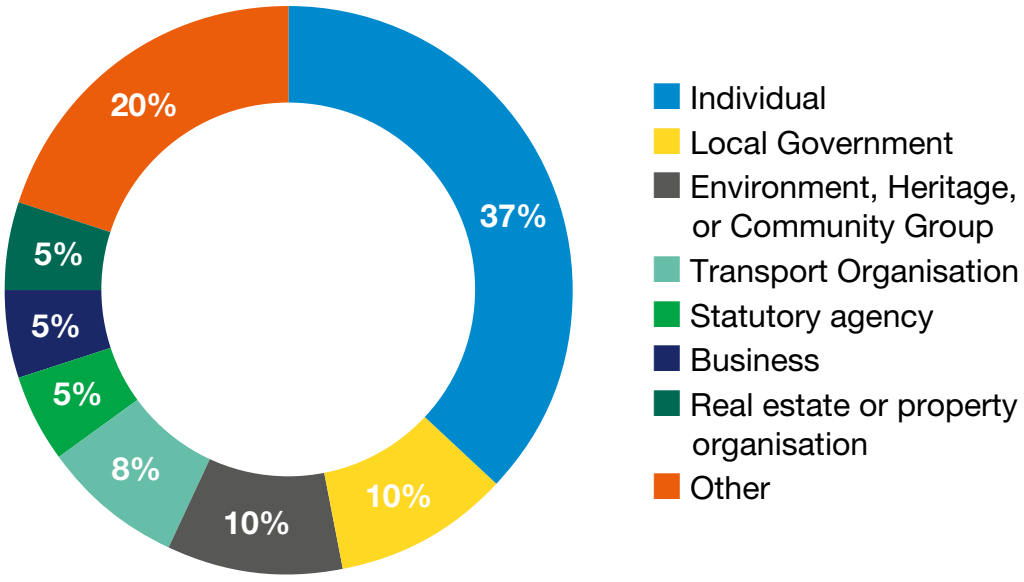

FIgure 11: Responses to the proposed road changes around Manchester Piccadilly by stakeholder type

2.3.67 40 respondents gave comments about the proposed changes to the road network around the new Manchester Piccadilly High Speed station. This included 15 members of the public and 25 organisations, including GMCA, Manchester City Council, and Capital & Centric.

2.3.68 Of those who provided comments, 10 respondents were in favour and five respondents were opposed. 21 of those who provided comments raised concerns about the proposal. 26 respondents made suggestions about the proposal.

2.3.69 The main comments in favour of the proposal were:

- The changes are necessary to provide access to the north side of Manchester Piccadilly station; and
- The road network in the area does not work well and so improvements are needed.

2.3.70 The main themes raised in opposition or as a concern about the change were:

- Construction could have a negative impact on local communities; and
- The proposals could impact on traffic and transport in the area;

2.3.71 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.3.72 The Minister of State has carefully considered all the points made by respondents during the consultation. Whilst the Minister of State is aware that changing the road layout will cause disruption in the area, he believes that without changing the road layout, access to Piccadilly station would be more difficult. Traffic flow around the station would also become congested. The Minister of State has therefore decided to confirm the alterations to the road network near Manchester Piccadilly High Speed station.

2.3.73 Whilst supporting HS2 construction, changing the road layout to the north of the station also fits with Manchester City Council's Strategic Growth Framework for Piccadilly.[17] It will create new public space, helping to minimise traffic once construction is complete, and link communities through pedestrian and cycle access. This will help extend the city centre to the east of Piccadilly station, leading to regeneration in the area.

2.3.74 6 respondents referred to the need for traffic mitigation. The impacts of construction traffic are understandably of concern for residents who live or work near the proposed changes. Many issues raised by respondents have been raised previously with HS2 Ltd through community engagement. Appropriate mitigation for traffic, noise and vibration will be addressed through the Environmental Statement which will be deposited alongside the High Speed Rail (Crewe – Manchester) Bill. This will be subject to its own consultation, results from which will be considered alongside existing HS2 Ltd policies on noise and pollution to ensure that there is minimum disruption for residents.

17 Manchester Piccadilly Strategic Regeneration Framework: www.manchester.gov.uk/downloads/download/6868/manchester_piccadilly_srf_march_2018

2.3.75 As part of the community liaison arrangements, HS2 Ltd will communicate regularly with people affected by road closures and construction. Residents, businesses and road users will be informed of the road closures and diversion routes in advance via warning signs.

2.3.76 The Minister of State is aware that construction work on the road network around the station will affect traffic movements in the area, causing some temporary disruption to residents and businesses. The Department remains engaged with key stakeholders, such as Manchester City Council and Transport for Greater Manchester, to ensure that any potential issues can be addressed.

2.4 A new train stabling facility at Annandale, in Dumfries and Galloway

Community Area: Off-route

Background

2.4.1 Phase 2b Western Leg will run more trains to Scotland and north-west England compared to Phase 2a or Phase One of HS2. Two trains will run from Euston each hour to serve Glasgow and Edinburgh. HS2 trains will also serve Scotland from Birmingham. New HS2 trains serving Scotland and north-west England will need overnight stabling near to where trains start and finish service. Train stabling facilities are therefore needed somewhere in the area between Carlisle, Glasgow, and Edinburgh.

2.4.2 In choosing a site, HS2 Ltd considered a number of factors, including:

- Location and proximity to the HS2 route;
- Size of the site;
- Accessibility for workers; and
- Construction costs.

What the Minister of State proposed

2.4.3 The Minister of State proposed building a train stabling facility in Dumfries and Galloway to stable and carry out light maintenance on HS2 trains serving north-west England and Scotland. The chosen site at Annandale is next to the West Coast Main Line, near the A74(M). It is currently used as farmland.

2.4.4 The proposed train stabling facility would include:

- 14 stabling tracks, each storing two 219yd (200m) trains;

- Two connections to the West Coast Main Line to the south for trains to enter and leave quickly;
- One connection to the West Coast Main Line to the north for trains to Scotland, which would join the southern connection to form a loop;
- An automatic carriage washing machine;
- Overhead contact system to power trains, and an electrical substation;
- Wastewater treatment plant;
- Office; and
- A shed for undertaking light maintenance of trains.

2.4.5 Some highways modifications would be needed including road widening around the facility entrance. The south-facing connection between the site and the West Coast Main Line intersects the existing road access to Cranberry Farm. A new bridge will enable continued access.

2.4.6 The proposed facility would cut the existing access to Williamsfield Farm. New access would be provided via the access road for Cranberry Farm and a diversion along the field boundaries.

Consultation question:

What are your comments about the proposed train stabling facility at Annandale?

What you said in response to the consultation

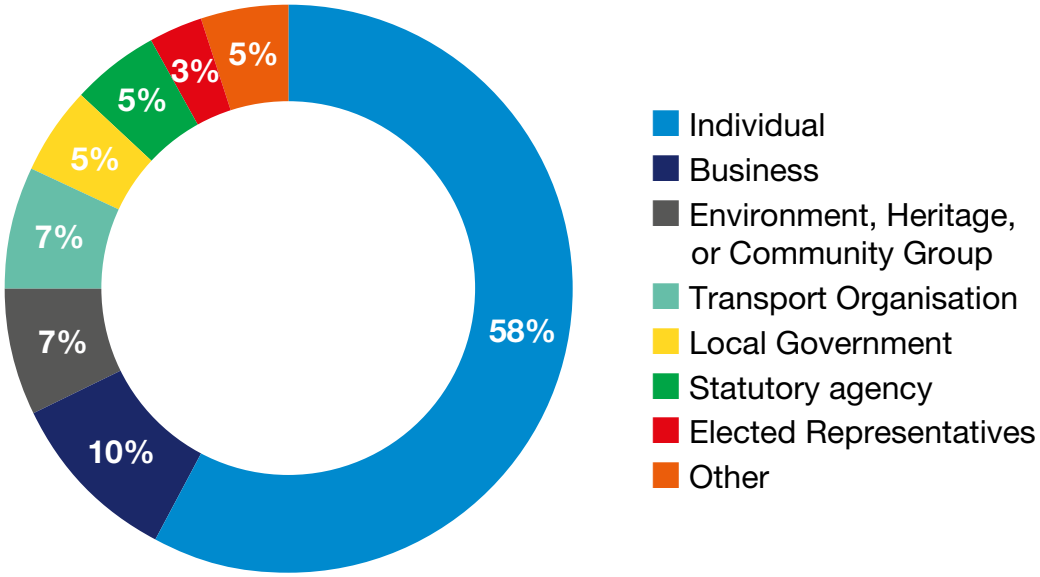

FIgure 12: Responses to the proposed Annandale depot by stakeholder type

2.4.7 59 respondents gave comments about the proposed train stabling facility at Annandale. Comments were received from 34 members of the public and 25 organisations.

2.4.8 Eight respondents were in support of the proposal, and 30 people were against. There were also 31 respondents who raised concerns about the proposal without necessarily being opposed outright, and 33 respondents who made suggestions.

2.4.9 The main comments in favour of the proposal were:

- New jobs would be created;
- The train stabling facility would benefit the local people and community; and
- The proposal would be a positive step towards a more extensive high speed network.

2.4.10 The main themes raised in opposition were:

- There would be a negative impact on property prices;
- There would be noise and light pollution during both construction and operation;
- There were other suitable locations for the facility;
- There would be a negative impact on the Ewes Burn and other watercourses; and
- There would be a negative impact on the wellbeing of residents.

2.4.11 The Ipsos MORI consultation summary report has a more detailed summary of the responses. This is available at: www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation.

Government response

2.4.12 The Government has carefully considered all the points made by respondents during the consultation. Although building the depot in Annandale will have some negative impacts for residents, the Government believes that this location is the best site for the depot. It has therefore decided to confirm the construction of a new train stabling facility at Annandale in Dumfries and Galloway.

2.4.13 HS2 Ltd has previously gone through a robust sifting process to find the best location for the depot including sites in Northern England and in Scotland. In considering which of the potentially suitable sites would be the best one to stable HS2 trains, HS2 Ltd looked at a range of factors including operational suitability, impact on the environment and the local community, engineering complexity and cost.

2.4.14 Potential options for the depot included one large depot, many smaller ‘satellite’ stabling sites near to HS2 terminus stations, and a hybrid of a large stabling facility supported by one or two small satellite sites, each accommodating only a few trains.

2.4.15 3HS2 Ltd judged the site at Annandale to be the most suitable, cost-effective, and least environmentally impactful location for a train depot. Effective mitigation has been designed to address impacts on the environment. Further opportunities to avoid, reduce or mitigate impacts will be considered throughout the design development process.

2.4.16 Several respondents suggested moving the depot to other sites, including nearer to Glasgow, a site at Ravenstruther, nearer to Edinburgh, or nearer to Carlisle, among others. A large depot site at either Edinburgh, Glasgow or Ravenstruther would be unsuitable due to an increased number of empty train movements. This would affect the smooth running of the West Coast Main Line.

2.4.17 Ravenstruther is close to four Scheduled Monuments, including the remains of a Roman fort. Designating a site as a Scheduled Monument ensures sites of national importance are protected. Building a train depot in this area would impact on the Scheduled Monuments.

2.4.18 Building a depot at Ravenstruther would also affect residential properties, of which some would require demolition, and resulting in adverse impacts on communities and health. Demolitions would also be needed at sites closer to Glasgow and Edinburgh due to the population density in those cities.

2.4.19 Other suggestions included upgrading or using the existing railway structures at Kingmoor on the outskirts of Carlisle, Craigentinny in Edinburgh, and at Polmadie in Glasgow.

2.4.20 The site at Kingmoor, Carlisle, would need significant reworking to stable HS2 trains, as well as being next to the World Heritage buffer zone around Hadrian's Wall. Like the site at Ravenstruther, this work would need the support of relevant stakeholders to take place. Whilst alternative sites exist, it is unlikely that this support would be given.

2.4.21 Craigentinny depot in Edinburgh is not large enough to maintain HS2 trains and carry out its role in maintaining trains for the East Coast Main Line and routes across Scotland. Using this depot would need space to be found elsewhere for the current depot facilities. There would also be an increase in empty train movements before and after service compared to the site at Annandale.

2.4.22 Stabling space at Annandale is already going to be supplemented by a small number of trains being stabled at the existing Polmadie depot near Glasgow. Therefore, using or upgrading this depot, as suggested in responses to the consultation, would not create enough additional stabling space for HS2 trains to operate efficiently.

2.4.23 There were several suggestions to split trains at Carlisle, Preston or Wigan to remove the need for a depot at Annandale. The assumptions of the potential Train Service Specification for the Phase 2b Western Leg means trains must be split further north than Carlisle to enable early morning trains to depart from Glasgow and Edinburgh. Therefore, suggestions requiring the splitting of trains at Carlisle, or further south, have not been considered as reasonable alternatives to the depot at Annandale.

2.4.24 Mitigation for noise and vibration specifically on the Phase 2b Western Leg route will be addressed through the Environmental Statement. This will be deposited alongside the High Speed Rail (Crewe – Manchester) Bill. There will be a separate consultation on the Environmental Statement. The comments received from both consultations will be considered alongside existing HS2 Ltd policies on airborne and ground-borne noise and vibration to give necessary mitigation for residents.

2.4.25 The Government has asked HS2 Ltd to continue to engage with the local community and stakeholders so that further opportunities to avoid, reduce or mitigate impacts are considered throughout the design development process. In addition, consultation responses will be fed into ongoing assessment of the environmental impacts and help decide mitigations, including for noise and vibration, biodiversity, and carbon emissions.

2.4.26 The Government is aware that building the depot at Annandale will have an impact on local communities. HS2 Ltd is committed to being a good neighbour by treating those affected with respect and consideration. Both the Department and HS2 Ltd are focused on minimising impacts, whilst maximising the benefits both locally and nationally across the UK.

3. Conclusion and next steps

3.1 The Government would like to thank all those individuals and organisations who took the time to respond to this consultation. All comments and feedback were considered by the Government when making the decision to proceed with the four proposed changes.

3.2 The Government is committed to transforming the UK's rail network and increased investment is also a central part of economic recovery. The COVID-19 pandemic has introduced enormous short-term disruption and may have long-term effects on the way people live, for instance with less daily commuting. However, this does not undermine the long-term arguments for infrastructure. Instead, it means the Government must be flexible and adapt to the UK's changing needs.

3.3 Building HS2 will support the Government's commitment to delivering net zero emissions by 2050. The scale of HS2 means its environmental mitigation and compensation work is creating the equivalent of 23 new Hyde Parks. This is a once in a generation opportunity to enhance habitats, woodlands, and community spaces along the route.

Consultation principles

This consultation was conducted in line with the Government's key consultation principles which are available at:
www.gov.uk/government/publications/consultation-principles-guidance

If you have any comments about the consultation process, please contact:

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