



Phase 2b Western Leg Information Paper

E6: Private means of access

This paper outlines how the permanent effects of the Proposed Scheme on private means of access will be managed.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

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1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

1.6 The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.

1.7 These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

2 Overview

2.1 This information paper sets out how the private means of access that are permanently affected as a result of the Proposed Scheme will be managed by the nominated undertaker.

3 Terminology

3.1 The term 'private means of access' is used when referring to a wide range of routes which connect premises such as homes, businesses and community facilities to the public road network. For the purposes of this paper, the term can also be applied to internal routes within landholdings, such as farms, and field accesses connecting directly to a road.

3.2 Private means of access may serve a single property or be shared by a number of users, and they may be vehicular, pedestrian or shared by different classes of traffic.

- 3.3 The term 'accommodation works' is used to describe works undertaken by the nominated undertaker, for landowners adjacent to HS2 works, to accommodate the Proposed Scheme as part of the overall mitigation strategy to minimise impacts.
- 3.4 The term 'accommodation access' is used to describe a realigned, diverted or replacement private means of access to be provided by the nominated undertaker as part of that strategy.
- 3.5 The term 'accommodation bridge' is used to describe a structure carrying an accommodation access over or under the new railway.

4 Existing private means of access affected by the Proposed Scheme

- 4.1 The Proposed Scheme crosses, or otherwise affects, a wide variety of private means of access. Other works ancillary to the Proposed Scheme, such as road realignments and junction alterations, also affect private means of access at various locations.
- 4.2 Because of this variety, there can be no standard approach to dealing with existing private means of access. Each location has to be considered on a case-by-case basis on its own merits.
- 4.3 Information Paper D10: Maintaining access to residential and commercial property during construction, addresses the issue of temporary effects on private means of access.
- 4.4 In locations where the Proposed Scheme permanently affects an existing private means of access, the Bill both makes specific provision, in certain cases, to accommodate that access, and for other cases, provides the necessary powers to enable the access in question to be accommodated. The purpose of these provisions is to ensure that private access is reinstated or maintained following completion of the works.
- 4.5 The exact works will depend on each case, but may include:
- locally realigning the existing private means of access;

- providing a new accommodation bridge over/under the new railway;
- diverting the existing private means of access to a nearby road crossing of the new railway to avoid the need for a separate structure;
- combining a private means of access with an access that serves the new railway or associated facilities such as balancing ponds;
- combining a private means of access with a realigned or diverted public right of way;
- combining several private means of access into a single shared-use route; and
- closing the private means of access, where a suitable alternative route is already available or where the affected landholding is acquired as part of the Proposed Scheme.

5 Accommodation access standards

- 5.1 The objective is to provide an accommodation access that is similar in width, surfacing and boundary treatment (e.g. gates and fencing) to the existing private means of access.
- 5.2 The detailed standards to be adopted at each location will be discussed with the affected landowner(s) as part of the compensation arrangements.

6 Accommodation accesses with shared use

- 6.1 Where two accommodation accesses of a different standard (in terms of width, surfacing and boundary treatment) are combined, the higher standard will be adopted.
- 6.2 Shared-use accommodation accesses will be provided with suitable gating arrangements to protect the interests of each party. These can include separate or shared gates, and any locking arrangements will be agreed as appropriate to the circumstances at each location.

- 6.3 In the case of accommodation bridges that are shared with public rights of way, extra width will be provided on one side to help keep vehicles and pedestrians separate.

7 Farm accommodation bridges

- 7.1 Accommodation underbridges carrying internal farm routes beneath the new railway will be sized in accordance with the expected usage requirements and these will vary from one location to another.
- 7.2 However, as general guidance, dimensions will typically range from 3 metres wide by 2.8 metres high for cattle underpasses to 4.5 metres wide by 4.25 metres high on routes traversed by large agricultural vehicles, machinery and implements. These values are based on Technical memorandum H9/71 'Cross section design of road verges and central reservations on or under bridges' (Department for Transport) and the 'Report of the study group on dimensions of agricultural bridges and underpasses' (Department for Transport, 1985).
- 7.3 Accommodation overbridges carrying internal farm routes above the new railway will typically be 4.7 metres wide between parapets (or 5.6 metres where shared with a public right of way).
- 7.4 In the case of dairy farm accommodation underpasses that are shared with public rights of way, extra width will usually be provided on one side to help provide separation between cattle and the pedestrians, cyclists or equestrians using the structure.
- 7.5 Prior to the completion of the detailed design process, the nominated undertaker will be required to consult the owner/tenant of an agricultural holding regarding the detailed design of works proposed to be undertaken on any part of that holding. For more information on this, see the Phase 2b HS2 Guide for Farmers and Growers, a link to which can be found in the References section at the end of this paper.

8 More information

- 8.1 More detail on the Bill and related documents can be found at www.gov.uk/hs2-phase2b-crewe-manchester.

References

Farmers and Growers Guide:

<https://www.gov.uk/government/publications/hs2-guide-for-farmers-and-growers>