



Phase 2b Western Leg Information Paper

E29: Active Travel

This paper outlines the nominated undertaker's approach to active travel for the Proposed Scheme.

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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Version 2

Last updated: 6 July 2022

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 the nominated undertaker's approach to active travel for the Proposed Scheme, identifying the relevant guidance, standards and controls that apply during the design and construction of the Proposed Scheme.

2.2 The term 'active travel' is used to describe journeys made on foot and by cycle for any purpose, for example commuting to work, travelling to school, shopping trips, visiting libraries, medical appointments, leisure or wellbeing.

2.3 The nominated undertaker uses the definitions of 'cycle', 'cyclist' and 'cycling', and 'pedestrian' and 'walking' as set out in Local Traffic Note (LTN) 1/20 'Cycle infrastructure design' published by the Department for Transport (DfT).

- 2.4 This information paper focuses on the provision of active travel infrastructure as part of highway designs. Information Paper E5: Roads and public rights of way provides further information on highway design.
- 2.5 The Proposed Scheme aims to promote sustainable and accessible transport choices for all. The design of the Proposed Scheme aims to retain existing cycling and walking connections and, where appropriate, improve provision and create new connections for active travel.
- 2.6 Further details about the nominated undertaker's approach to inclusive design are given in Information Paper H1: Equality, diversity and inclusion policy.

3 Active travel design aims

- 3.1 During the design of active-travel infrastructure and connections, HS2 Ltd and its contractors will engage with key stakeholders (e.g. highway authorities) to ensure that due regard is given to the needs of people walking and cycling and that designs provide opportunities for people to walk and cycle in line with relevant standards and guidance as updated from time to time including new or revised documents issued before award of the relevant design contract.
- 3.2 Particular attention will be given to routes prioritised in Local Cycling and Walking Infrastructure Plans (LCWIPs), Rights of Way Improvement Plans (RoWIPs), cycling and/or walking network plans contained in local Development Plan documents or Supplementary Planning Guidance, etc.
- 3.3 The design of active-travel infrastructure and connections will be informed by Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' and relevant advice and guidance published by the DfT.
- 3.4 The design of active-travel infrastructure and connections will also be informed by relevant advice and guidance published by national highway bodies (e.g. National Highways, Active Travel England and Transport Scotland) within their relevant jurisdiction.

- 3.5 The design of active-travel infrastructure and connections will also be informed by relevant advice, guidance and local plans published by relevant local authorities (e.g. Transport for Greater Manchester) in relation to cycling infrastructure within their areas of jurisdiction.
- 3.6 The nominated undertaker will need to apply to relevant local authorities along the route for various consents covering the detailed design of a range of elements of the Proposed Scheme. This will give local highway authorities the opportunity to ensure that the design of permanent highway infrastructure is designed to serve the needs of pedestrians, cyclists and other highway users. Local planning authorities will also be able to input into the approval of certain construction matters and have a level of control over their enforcement. Further information is available in Information Paper B2: Main provisions of the planning regime.
- 3.7 In the design of the Crewe – Manchester Scheme, the nominated undertaker will aim to stimulate sustainable transportation options for journey legs connected directly to HS2 by integrating HS2 with other sustainable forms of transport, such as cycling and walking. The nominated undertaker will consider the specific needs of all users in the design of roads, public rights of way and active travel routes, including those leading to stations, depots and associated facilities.

4 Environmental Statement

- 4.1 The Environmental Statement identifies the impacts of the Proposed Scheme during both construction and operation and assesses a range of topics including traffic and transport. This assessment is on a 'reasonable worst-case basis' and, therefore, represents a cautious assessment of the likely environmental effects.
- 4.2 The following issues for active travel form part of the construction traffic assessment:
- any temporary increase in construction traffic on a route that causes delays and congestion for road users and has a severance effect for

pedestrians and cyclists, making it harder for them to travel along or cross the road;

- changes in potential accident rate and safety, parking and loading and public transport interchange resulting from construction traffic; and
- changes in noise levels and air quality as a result of additional vehicular traffic as set out in Information Paper E14: Air quality.

5 Active travel during construction phase

5.1 During the construction phase, meeting the needs of pedestrians and cyclists will be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes.

5.2 The Environmental Minimum Requirements, including the Code of Construction Practice (CoCP) together with the various controls prescribed in the Bill, are intended to ensure that the impacts of the Proposed Scheme, including those relating to construction traffic, will not create a new significant adverse effect. In particular, the draft CoCP requires the nominated undertaker to ensure that public access to premises be maintained, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified to maintain continued public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites. Further detail is available in Information Paper E3: Management of traffic during construction.

6 Station design

6.1 The nominated undertaker will also ensure that trains, stations and associated facilities provide efficient access to other rail networks and access to and use by sustainable modes of transport. This will include consideration of active travel links between the surrounding highway network and stations, with appropriate facilities such as safe and accessible cycle parking to support this.

- 6.2 The Promoter will undertake public engagement for station designs. The engagement exercise is likely to focus on engaging the public who live within reasonable cycling distance of the infrastructure. Further information is available in Information Paper G1: Consultation and engagement.

7 More information

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

References

Cycle Design Infrastructure: Local Transport Note 1/20, July 2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf