

High Speed Two is the Government’s planned new, high speed railway. We (HS2 Ltd) are responsible for designing and building the railway, and for making recommendations to the Government.

Between July 2013 and January 2014, we consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond. The Government wants part of Phase Two – the route between the West Midlands and Crewe – to open in 2027, six years ahead of the rest of Phase Two, so that the North and Scotland will realise more benefits from HS2 as soon as possible.

This factsheet is to update you about the route between the West Midlands and Crewe. It explains:

- where the route goes and how it has changed since the consultation;
- how to find more information about property or construction issues;
- how to get in touch with us.



For questions about HS2, call our Community Relations team on 020 7944 4908

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High Speed Two Phase Two route map

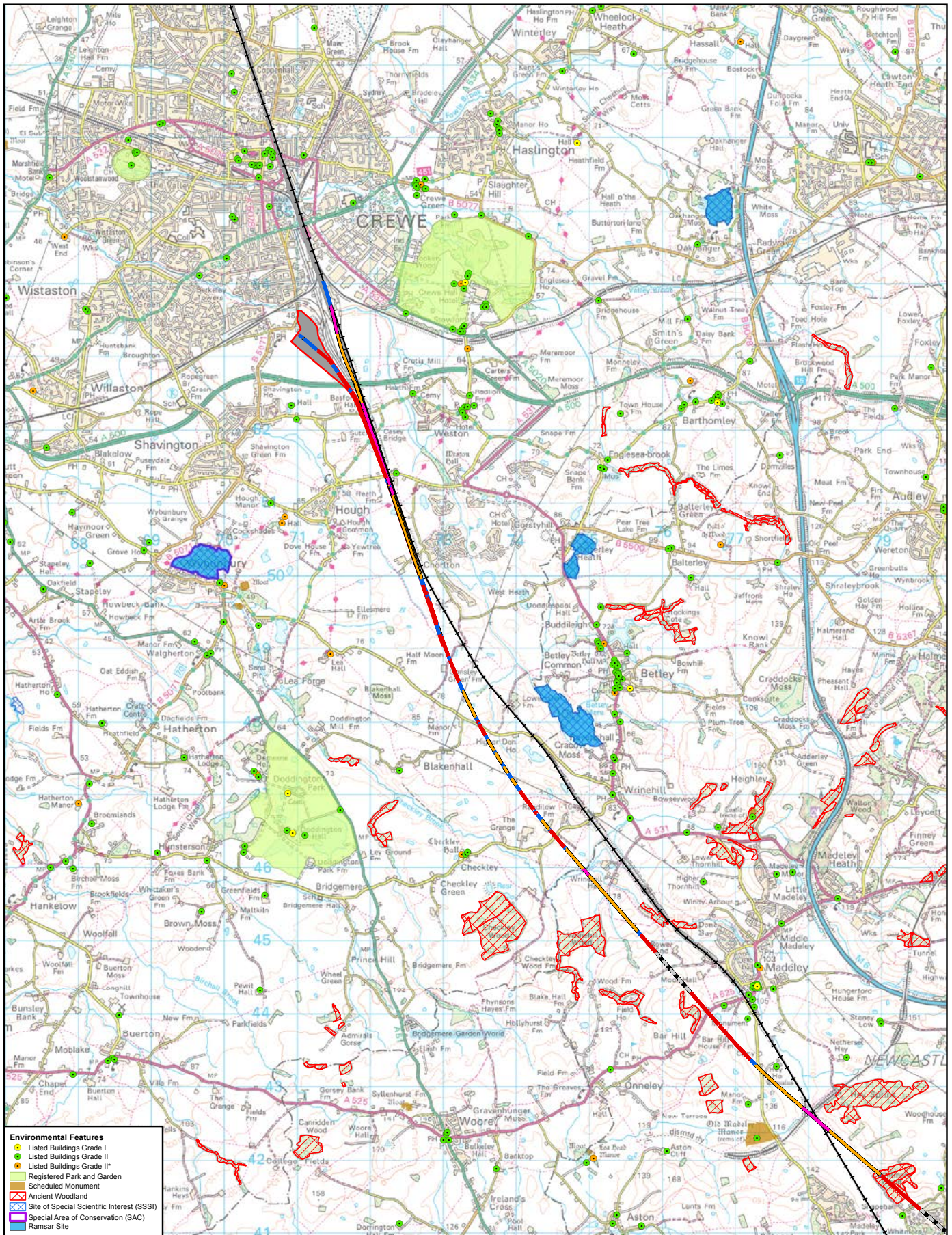
- HS2 station
- HS2 destination served by HS2 classic compatible services
- HS2 connection to existing rail network
- Classic compatible services
- Phase One
- Phase Two – West Midlands to Crewe
- Phase Two

The route from the West Midlands to Crewe

The route from the West Midlands to Crewe forms the southern 37 miles (60 km) of the Manchester leg on the Phase Two network. The route begins 1.6 miles (2.5 km) north of Lichfield, near Fradley Wood, continuing on from the Phase One route. It finishes at a junction with the existing West Coast Main Line (WCML) to the south of Crewe.

In your area

The route would run approximately half a mile to the west of Madeley, passing under the A525 at Bar Hill before descending into a 720 metre long twin-bore tunnel. To the north of the tunnel, the route crosses Checkley Brook on a viaduct 120 metres long and approximately 12 metres high. It would then run through a series of cuttings and embankments until close to the village of Chorlton. Due to the undulating topography, sections of the route in this area are on embankment up to five metres high.



- Environmental Features**
- Listed Buildings Grade I
 - Listed Buildings Grade II
 - Listed Buildings Grade II*
 - Registered Park and Garden
 - Scheduled Monument
 - ▨ Ancient Woodland
 - Site of Special Scientific Interest (SSSI)
 - Special Area of Conservation (SAC)
 - Ramsar Site

- Engineering Features**
- Phase 2A Route
 - At Grade
 - Bored Tunnel
 - Cutting
 - Embankment
 - Viaduct
 - ▨ Depot Operational Boundary
 - Phase Two route continuation
 - West Coast Main Line

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High Speed Two
Phase 2A
Madeley to Crewe

Proposed Route 2015
Key Environmental Features

hs2

Scale at A3: 1:45,000

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0 1 Kilometres

North of Chorlton, the route would run parallel to the WCML, rising in height to form a junction for HS2 services to connect to the railway. Provision for a tunnel under Crewe would be made to allow the HS2 mainline tracks to continue towards Manchester and beyond. However, until trains start running on the full Phase Two route from the West Midlands to Manchester, all services would connect onto the existing rail network, south of Crewe. An infrastructure maintenance depot would also be built at Basford Hall 0.9 miles (1.5 km) to the south-west of Crewe and west of the existing railway sidings at Basford Hall.

Changes to the route since consultation

MADELEY TUNNEL TO DEN LANE

In order to improve track drainage; we have lowered the embankment to the north of Madeley Tunnel by up to three metres, to a maximum height of 11 metres. The cutting between the River Lea and Den Lane would also be reduced from a maximum depth of 13 metres to a maximum depth of 9 metres. This would also allow for the proposed changes associated with the Crewe junction described below.

VIADUCTS AND THE JUNCTION SOUTH OF CREWE

In the consultation route, the proposed junction to the south of Crewe and the A500 included three levels of railway: the WCML at ground level; a viaduct for the HS2 mainline to pass over the existing railway; and two single track viaducts passing overhead to connect HS2 to the existing WCML. These connecting viaducts were up to 16 metres in height.

We are proposing to alter the configuration of the junction by moving one of the viaducts further north, thereby staggering the connections to the WCML. This means that the junction would be reduced from three levels of railway to two and the maximum viaduct height would be reduced from 16 metres on the consultation route to a maximum of 10 metres.

CREWE STATION

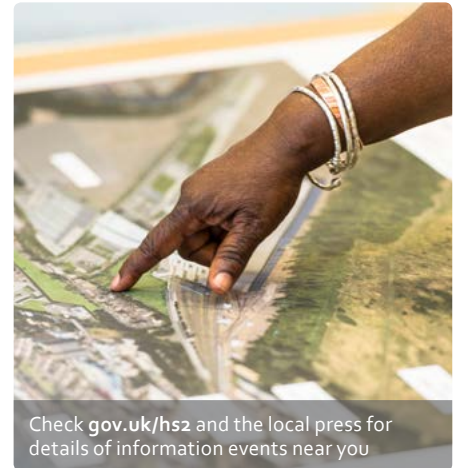
The 'HS2 Plus' report (2014) recommended taking forward proposals to develop a new regional transport hub at Crewe by 2027, to 'bring together road and rail services'. The route currently proposed makes no specific assumption about the location and design of a hub, and the Government has asked Network Rail to consider this proposal, and we are supporting Network Rail in this work.

INFRASTRUCTURE MAINTENANCE DEPOT

Maintenance facilities are required at approximately 37 mile (60km) intervals on the route. We would need to build an infrastructure maintenance depot at Basford Hall Sidings to help maintain both the route between the West Midlands and Crewe and the full Western leg of Phase Two. Based on our current assumptions, the site would be 37 hectares. Further work will be necessary to understand the detailed design of the depot, and how it would be delivered.

Since the close of consultation we have made a number of changes to the route. These are due to:

- feedback from the public consultation;
- updated design requirements from the development of Phase One.



Check gov.uk/hs2 and the local press for details of information events near you

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Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.



Aerial view of approach into Crewe

© HS2 Ltd

Next steps

The graphic alongside shows what will happen between now and the first train services starting in your area.

Presenting a Bill to Parliament is how the Government gets permission to build the railway, and ensures everyone's comments are heard. No construction can begin without Parliament's approval.

We will also carry out an environmental impact assessment to understand how the project would affect the environment and local communities, and what we can do about it. Further work will be done to mitigate the impact of the railway as the design develops.

- 1 Announce West Midlands to Crewe route
- 2 Carry out environmental impact assessment and produce Environmental Statement
- 3 Deposit hybrid Bill for the West Midlands to Crewe route
- 4 Royal Assent for West Midlands to Crewe route hybrid Bill
- 5 Commence construction
- 6 Commence train services on the West Midlands to Crewe route



As part of our proposed route, the HS2 line would enter a twin bore tunnel to the west of Madeley

Visuals

Our verifiable photomontages provide an illustration of how the proposed scheme may look. The proposed scheme reflects the current Phase Two level of design and may be subject to change in response to consultation. The railway displayed does not include local mitigation measures. These will be defined and developed as part of the next stages of design and environmental impact assessment.

Construction

We are extremely aware of the issues that building a new railway presents to those who live nearby. We take our responsibilities very seriously. We are committed to reducing disruption to communities, business and the environment.

Phase One is at a later stage of development and so it has a draft Code of Construction Practice which covers everything from reducing site traffic and noise, to keeping residents informed of work plans, right down to keeping work sites tidy and litter-free.

No construction will start in your area unless Parliament approves it first.

Information papers on construction for Phase One can be found at the following link:

www.gov.uk/government/publications/hs2-information-papers-construction

Property

Find the latest information about property by visiting:

www.gov.uk/government/collections/hs2-property

If your property is affected by the plans, we will write to you to let you know and to help you understand your options.

Residents' Charter

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. You can read it by visiting:

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the charter and to keep it under constant review. The first of the Residents' Commissioner's reports is published at:

www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015

You can contact the commissioner at:

residentscommissioner@hs2.org.uk



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CONTACT US AT HS2

If you have any questions about this leaflet, please get in touch. You can contact our community relations helpdesk on

Tel:
020 7944 4908

Email:
hs2enquiries@hs2.org.uk

For the latest documents including route plans and profile maps visit:
www.gov.uk/hs2

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High Speed Two (HS2) Limited

One Canada Square
Canary Wharf
London E14 5AB

T 020 7944 4908

E hszenquiries@hs2.org.uk

www.gov.uk/hs2

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