



# HIGH SPEED TWO PHASE ONE INFORMATION PAPER

## E5: ROADS AND PUBLIC RIGHTS OF WAY

This paper outlines how the effects of HS2 Phase One on roads and public rights of way (PRoW) along the line of route 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 Bill for Phase One of the scheme which is now enacted. Although the contents were maintained and updated as considered appropriate during the passage of the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.

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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# E5: ROADS AND PUBLIC RIGHTS OF WAY

## 1. Introduction

- 1.1. High Speed Two (HS2) is the Government's proposal for a new, high speed north-south railway. The proposal is being taken forward in two phases: Phase One will connect London with Birmingham and the West Midlands and Phase Two will extend the route to Manchester, Leeds and beyond.
- 1.2. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works to a Development Agreement made with the Secretary of State for Transport.
- 1.3. In November 2013, HS2 Ltd deposited a hybrid Bill<sup>1</sup> with Parliament to seek powers for the construction and operation of Phase One of HS2 (sometimes referred to as 'the Proposed Scheme'). The Bill is the culmination of nearly six years of work, including an Environmental Impact Assessment (EIA), the results of which were 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.
- 1.4. The Bill is being promoted through Parliament by the Secretary of State for Transport (the 'Promoter'). The Secretary of State will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill.
- 1.5. This body is known as the 'nominated undertaker'. There may well be more than one nominated undertaker – for example, HS2 Ltd could become the nominated undertaker for the main railway works, while Network Rail could become the nominated undertaker for works to an existing station such as Euston. But whoever they are, all nominated undertakers will be bound by the obligations contained in the Bill and the policies established in the EMRs.
- 1.6. 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 project have been reached.

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<sup>1</sup>The High Speed Rail (London – West Midlands) Bill, hereafter 'the Bill'.

## 2. Overview

- 2.1. This Information Paper sets out how the effects of the Proposed Scheme on roads and public rights of way (PRoW) along the line of route will be managed.

## 3. HS2 environmental design aims

- 3.1. One of the Proposed Scheme's environmental design aims is to promote sustainable transport choices for all society. We aim to maintain existing pedestrian, cycle and vehicular access as far as reasonably practicable during construction and operation.
- 3.2. Local roads and public rights of way provide important connections between communities and their health and social services, retail facilities, schools and other educational facilities, community and leisure centres and faith centres. Some roads and public rights of way also form significant links in a regional or national context. Additionally, many rural lanes and public rights of way are used by pedestrians, cyclists and equestrians to access the countryside for recreational purposes.
- 3.3. The Proposed Scheme has approached the design of roads and public rights of way with the aim of minimising the effect of severance on local communities. Where reasonably practicable, we will maintain existing pedestrian, cycle and public transport links between communities and their local facilities, amenities and countryside.
- 3.4. Any temporary changes to the road and public rights of way networks during construction of the Proposed Scheme will be discussed with the relevant highway authority, and permanent alterations will be designed to blend into their surroundings as far as reasonably practicable.

## 4. Roads

- 4.1. The Proposed Scheme crosses many existing roads, which range in function from minor country lanes through to motorways and all-purpose trunk roads. Where reasonably practicable, the railway alignment has been designed with bridges to pass over or under the roads that it would cross rather than alter the existing layouts. There will be no level crossings on the high-speed rail network.
- 4.2. In some places, road diversions or realignments may be required to connect with a new crossing over or under the railway. Where reasonably practicable these will adopt the shortest route consistent with design and safety requirements. As well as aiming to minimise the impacts on vehicular traffic, the needs of non-motorised users (i.e. pedestrians, cyclists and equestrians) have also been considered when developing new road layouts.
- 4.3. All alterations to major rural roads will be designed using the UK's national standards given in the Design Manual for Roads and Bridges (DMRB) produced by Highways England.

- 4.4. However, country lanes are very different to the main road network, and it is important to retain the existing character of these minor rural routes where reasonably practicable. Since most published standards do not cater adequately for this type of road, HS2 Ltd has developed a set of design criteria which is based on experience from the Channel Tunnel Rail Link (High Speed One) project and industry good practice. These will be applied where new, realigned or diverted routes are required, helping them to retain a similar 'feel' as other roads in the locality.
- 4.5. In both urban and rural areas, local authority design standards will be used, where appropriate, together with national guidance including the Manual for Streets and Manual for Streets 2.

## 5. Public Rights of Way

- 5.1. Most rural areas have an extensive network of public rights of way which include footpaths, bridleways and byways. Where these are crossed by the Proposed Scheme, they are generally carried over or under the railway by means of an overbridge or underpass.
- 5.2. Where a temporary or permanent realignment or diversion of a public right of way is unavoidable, the shortest practicable route has normally been adopted. In a few cases, users will be redirected using a reasonably convenient alternative route to a nearby public right of way – or road, if suitable for non-motorised users – prior to closure, with appropriate signage. Temporary arrangements required during construction will remain in place until the public right of way is either re-established or a permanent diversion or realignment is constructed. Public rights of way will also be re-established where 'cut and cover' tunnelling techniques are used.
- 5.3. Where several nearby public rights of way are affected during construction, any temporary closures will be phased, where reasonably practicable, to help maintain public access.
- 5.4. As part of the detailed design process, we will work with highway authorities, Local Access Forums, user groups (e.g. the Ramblers) and communities to identify the best way of maintaining public rights of way during construction. Design will also continue to be informed by guidance produced by organisations such as the British Horse Society.
- 5.5. As with roads, the intention is that any new, realigned or diverted routes should retain similar characteristics to other public rights of way in the locality.

## 6. Maintaining bus routes

- 6.1. Where public bus routes are affected by temporary road closures during construction, a diversionary route and (where necessary) temporary bus stops will be identified. In a few cases, there may be permanent changes to bus routes

the nominated undertaker will work with local authorities and transport operators to develop suitable alternative arrangements.

- 6.2. In the case of other bus services provided by local authorities under statutory and policy based obligations, such as home to school transport and adult social care services, these may also be subject to temporary diversion and to some delay. The nominated undertaker will discuss any potential implications arising during construction with the relevant local authorities during preparation of local traffic management plans and again in advance of works taking place in those locations.

## 7. Cycle routes

- 7.1. During the construction phase, meeting the needs for cyclists and other vulnerable road users will be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes
- 7.2. Appropriate provision for cyclists is a key consideration in HS2's environmental design aims and the design criteria for roads and public rights of way crossed by the Proposed Scheme. Cycle access routes and storage facilities are also key considerations for the design of HS2 stations to be built in London and the West Midlands.
- 7.3. The design of cycling infrastructure will be informed by relevant advice and guidance published by the Department for Transport (DfT) and Highways England. Due regard will also be given to the applicable aspects of other reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in relation to urban roads, and other relevant standards or guidance (or successor documents of similar scope) as appropriate.

## 8. More information

- 8.1. More detail on the Bill and related documents can be found at: [www.gov.uk/HS2](http://www.gov.uk/HS2)