

MANCHESTER PICCADILLY STATION

July 2013

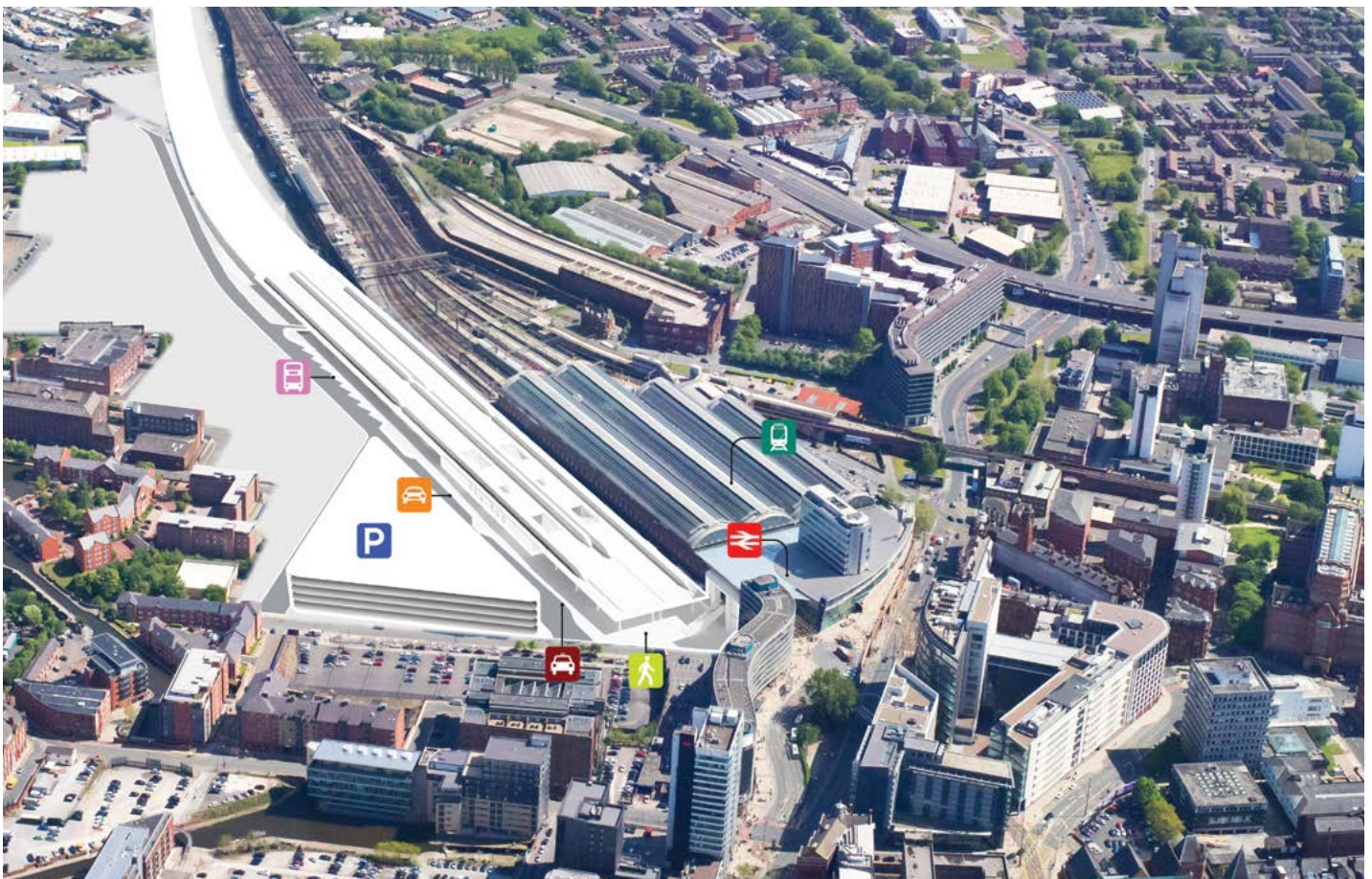
High Speed Two (HS2) is the planned new high speed rail network connecting London with the West Midlands and running lines on to Manchester and Leeds. This factsheet, produced to accompany the consultation on the route from the West Midlands to Manchester, Leeds and beyond, provides information on the proposed station at Manchester Piccadilly, including:

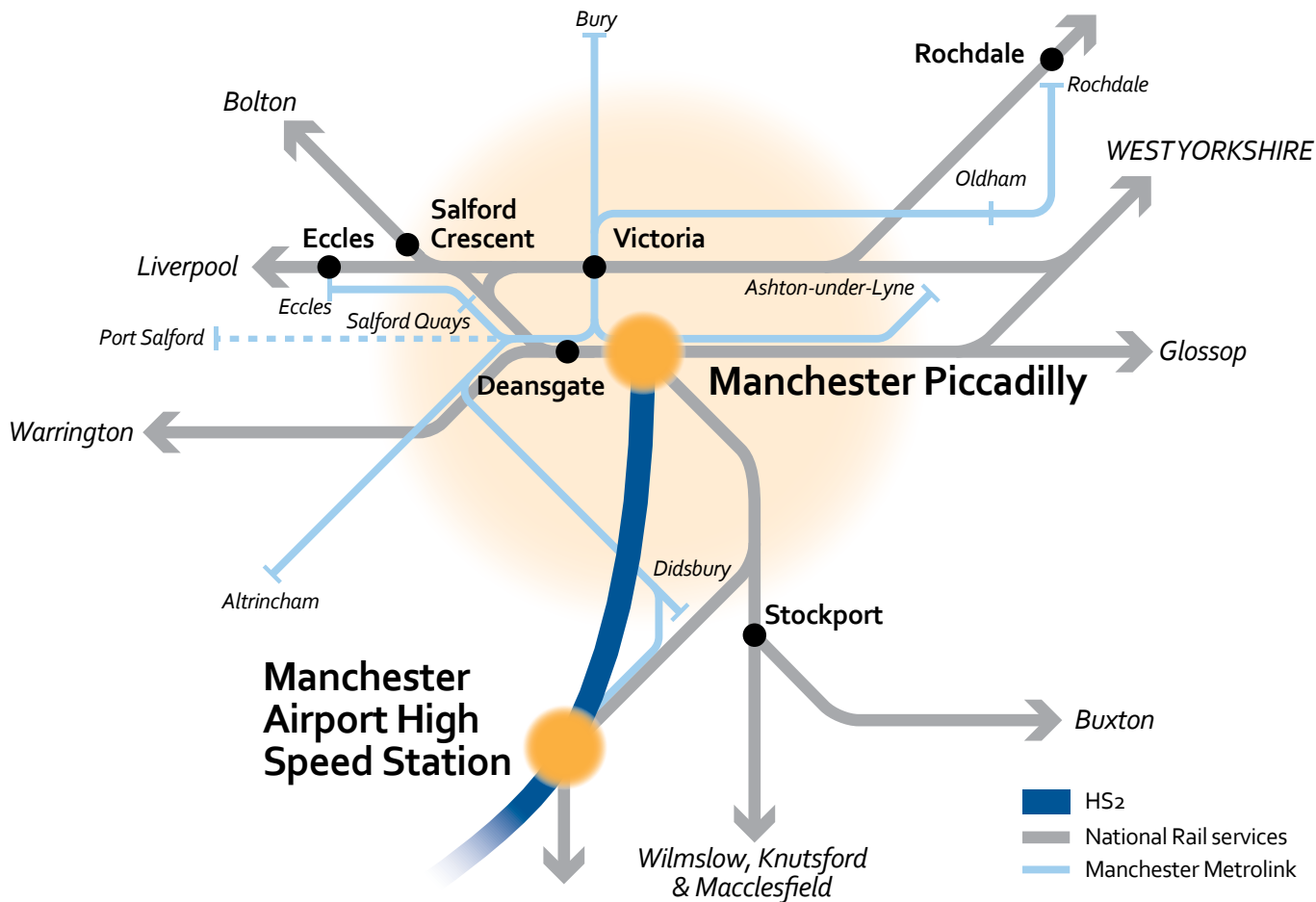
- the benefits of the proposed station;
- the effects on the local area and how we would address them; and
- how we would manage construction.

The proposed station

The station would be constructed alongside and immediately north of the existing main line station at Manchester Piccadilly. Four HS2 platforms would lie alongside platform one of the existing station. They would be elevated, with concourse facilities located at ground level beneath the platforms and to the west side of the Metrolink light rail facilities.

During the process to select the station location, HS2 Ltd engaged with relevant local authorities, including





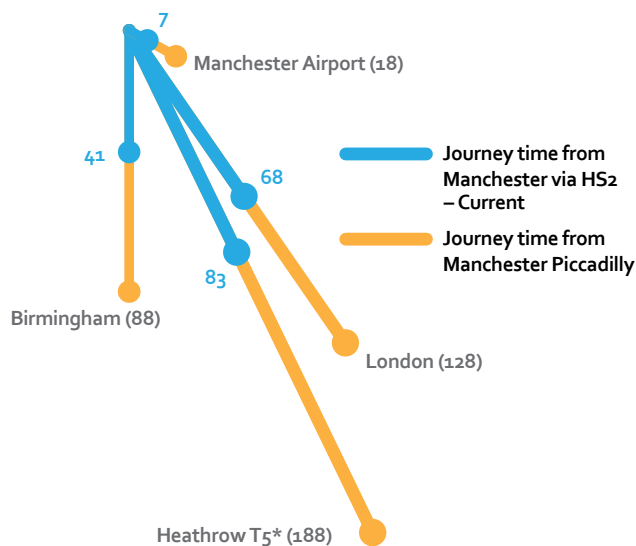
Connectivity from Manchester Piccadilly Station | Source: HS2 Ltd

passenger transport executives and Network Rail. We are continuing to work with regional stakeholders to develop the HS2 proposals and ensure that the benefits of the station are maximised, and to look at ways of reducing impacts on the local area.

Benefits

HS2 services at Manchester Piccadilly would enable passengers to benefit from faster, more frequent services to Birmingham, London and other destinations.

It is estimated that the proposed station could support between 29,700 and 42,900 jobs through the development which might be expected to be generated as a result of HS2. The new HS2 station could displace businesses currently providing an estimated 1,900 jobs. However, it is likely that the majority of these displaced jobs would be accommodated in the region. This reflects the fact that Piccadilly is the main transport hub within the region and at the heart of the city centre, commercial core and the Southern Gateway/Oxford Road corridor. The Piccadilly site also benefits from an absence of major development constraints or accessibility problems on key sites. The station could also support development of an estimated 3,100 to 4,100 homes.



* With HS2 – Heathrow via Old Oak Common
Current – Heathrow via existing connections

Manchester Piccadilly Station via HS2 | Source: HS2 Ltd

Connecting to Manchester Piccadilly and the wider region

Rail

Manchester Piccadilly station benefits from excellent connectivity. The existing station is served by several train operating companies, on routes across the region,

northern England and inter-city routes to the Midlands, London, Scotland and elsewhere.

Metrolink

The redevelopment of Manchester Piccadilly would seek to improve tram links across the city and region. The station is a terminus for Metrolink services to Altrincham, Eccles and Salford Quays (including MediaCity UK). Since early 2013, the station has also operated a through route from Bury to east Manchester (Droylsden). A further extension to Ashton-under-Lyne is planned to open by Winter 2013/14.

By car, bus and taxi

Current proposals for vehicular access to the station would be achievable from the Inner Relief Road, via Fairfield Street and a realigned Sheffield Street. This street would be used for buses dropping off, as well as for pick-up by bus, taxi and car.

Traffic connecting back onto the Inner Relief Road would either turn right at the top of Sheffield Street onto Store Street and onto Great Ancoats Street, or turn left at the top of Sheffield Street and left onto London Road, which connects with Mancunian Way.

Addressing local effects

An estimated 48 dwellings would be demolished at Manchester Piccadilly, north of the existing station. The demolition of one community facility at Manchester Piccadilly Station (a postal distribution centre) would be required, as well as a number of commercial properties. In order to provide assistance to those people whose properties may be affected at this early stage of the scheme, the Government introduced a discretionary Exceptional Hardship Scheme (EHS). The EHS is designed for those who for reasons of exceptional

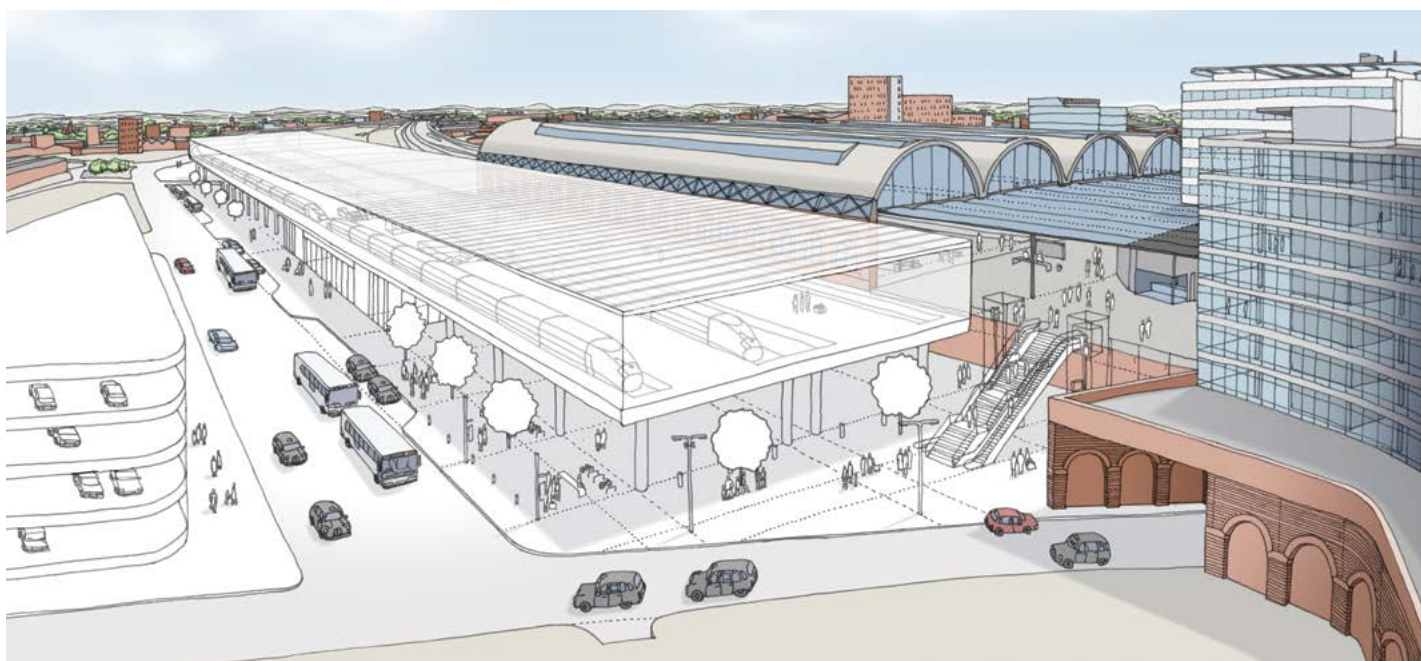
hardship have an urgent need to sell their property, but have not been able to, except at a substantially reduced price, as a direct result of Phase Two. More information about the Phase Two EHS and how to apply is available on the HS2 website, www.hs2.org.uk.

The EHS is not the only opportunity that affected property owners will have to sell their properties in the medium to long term. Based on the timescales of Phase One, it is expected that the Phase Two EHS will run until the end of 2016. A wider package of longer-term property compensation schemes would be expected to replace the EHS at that point, in addition to the statutory provision.

Managing construction

Following Royal Assent to the Phase Two hybrid Bill, there would be a period to prepare for construction – for example, for land to be acquired and contracts let. Construction itself will take approximately nine years overall, although, in most places, the duration of construction is likely to be much less. In light of early analysis, we estimate that construction of the entire station would take around six years. This period of construction will include a period of testing from early 2031, with Phase Two expected to open in 2032/33.

We recognise that people will be concerned about the impacts of construction on their area. We are committed to managing these impacts and reducing disruption to communities, businesses and the environment in ways that reflect the best practice used by the construction industry. We will work closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address the local effects of construction.



Visualisation of the proposed Manchester Piccadilly station at street level | Source: HS2 Ltd

Where to get further information

The consultation document *High Speed Rail: Investing in Britain's future – Consultation on the route from the West Midlands to Leeds, Manchester and beyond*, which sets out our proposals in detail, can be downloaded from our website: www.hs2.org.uk.

Our Sustainability Statement, which describes the extent to which the proposed scheme supports objectives for sustainable development, is also available on the site, along with further supporting materials. You can also call the HS2 Enquiries line (**020 7944 4908**) for more information.