

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

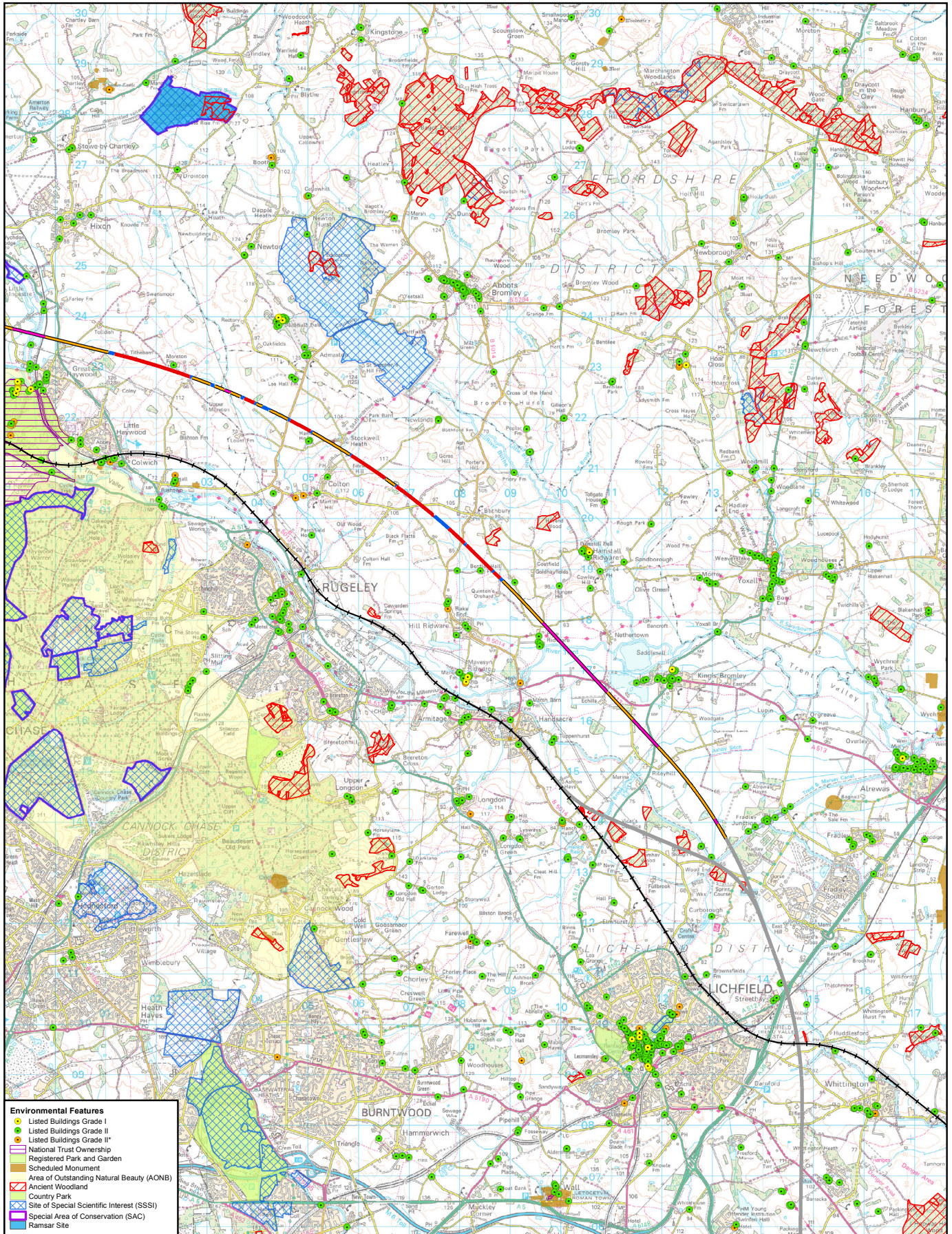
- HS2 station
- HS2 destination served by HS2 classic compatible services
- HS2 connection to existing rail network
- Classic compatible services
- Phase One
- Phase Two – West Midlands to Crewe
- Phase Two

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

From Fradley Wood and the connection with Phase One, the route continues in a north-westerly direction, crossing mainly open countryside on a series of embankments, viaducts, and cuttings. It passes to the east of Rugeley and just north of Great Haywood before continuing west towards Stafford.



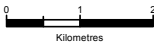
- Environmental Features**
- Listed Buildings Grade I
 - Listed Buildings Grade II
 - Listed Buildings Grade II*
 - ▭ National Trust Ownership
 - ▭ Registered Park and Garden
 - ▭ Scheduled Monument
 - ▭ Area of Outstanding Natural Beauty (AONB)
 - ▭ Ancient Woodland
 - ▭ Country Park
 - ▭ Site of Special Scientific Interest (SSSI)
 - ▭ Special Area of Conservation (SAC)
 - ▭ Ramsar Site

- Engineering Features**
- ▬ Phase 2A Route
 - ▬ At Grade
 - ▬ Cutting
 - ▬ Embankment
 - ▬ Viaduct
 - ▬ Phase One SES and AP2 ES alignment July 2015
 - ▬ West Coast Main Line

High Speed Two
Phase 2A
Fradley to Great Haywood
Proposed Route 2015
Key Environmental Features



Scale at A3: 1:65,000



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Changes to the route since consultation

THE PHASE ONE/PHASE TWO CONNECTION

The Phase One route between London and the West Midlands runs in a north-south direction to the east of Lichfield. North of Lichfield, a junction will allow high speed trains to run onto the WCML. To the north of this junction, the high speed line would connect to the proposed Phase Two route.

We have proposed a change that would slightly relocate this part of Phase One. So, we have moved the first 1.2 miles (2km) of the Phase Two route eastward by approximately 30 metres to align with this proposal.

MAINTENANCE LOOPS NEAR PIPE RIDWARE AND BLITHBURY

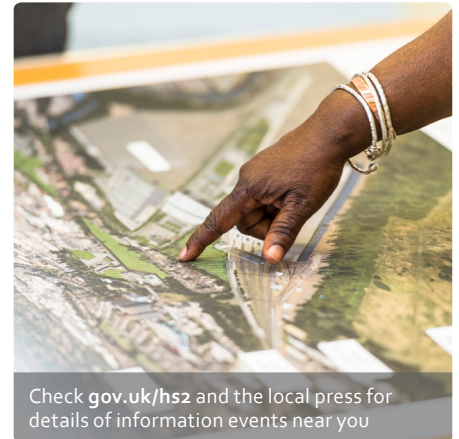
The route that we presented at consultation showed an indicative location for maintenance loops. We have now included these loops in the design of the route between Blithbury and Pipe Ridware.

Maintenance loops are sidings either side of the railway. They are needed at approximately 37 mile (60km) intervals between depots or stations. They provide a place for maintenance trains and if a train unit breaks down, it can be safely moved here, to keep the lines clear.

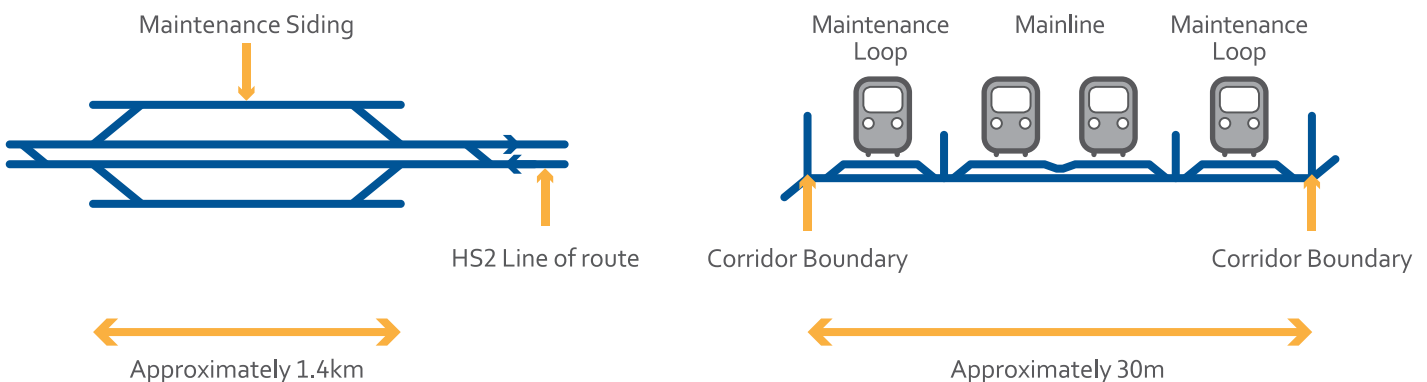
At the southern end, the maintenance loops would be on an embankment up to 13 metres high. Towards the northern end, the ground rises and the loops would be in a shallow cutting. Since consultation, we have straightened the route and moved it 22 metres south-west in the area south of Blithbury. For approximately 0.9 miles (1.4km), the route is slightly wider, around 30 metres, and additional space will be needed for road access and parking.

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.



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VIADUCTS OVER BOURNE BROOK AND THE RIVER TRENT

We have raised the height of the viaduct at Bourne Brook by up to four metres to a maximum height of 13 metres, resulting in greater landscape and visual impacts when compared with the consultation route. Likewise, the height of the viaduct over the River Trent has been raised by up to seven metres, to a maximum height of 14 metres.

There are a number of reasons for the changes, including updated track and clearance requirements and the need to incorporate the maintenance loops. This will also avoid very deep cuttings south of Blithbury.

VIADUCTS OVER TRENT AND MERSEY CANAL AND RIVER TRENT FLOODPLAIN

We have extended the length of the viaduct over the River Trent and Trent and Mersey Canal at Great Haywood by approximately 100 metres. It now starts to the east of the existing railway and replaces the embankment proposed in the consultation scheme. This would reduce the land requirement for the railway adjacent to Great Haywood Marina and would improve public access to the east side of the canal.

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.

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 cross the River Trent on a viaduct

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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