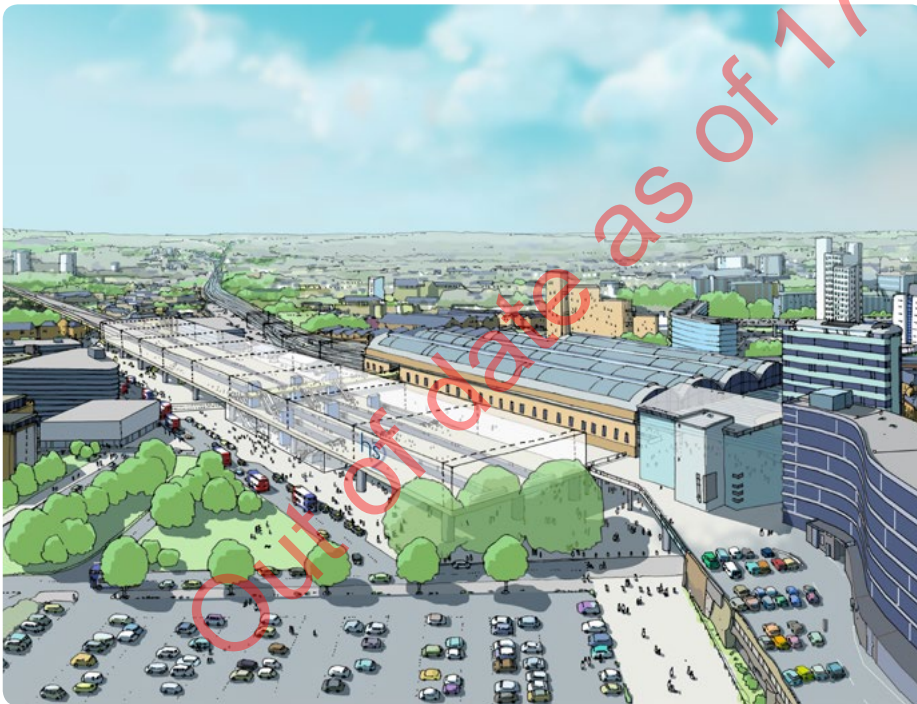


High Speed Two is the Government's planned new high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.

This factsheet is to update you about the proposal for Manchester Piccadilly station. It explains:

- where we are proposing to locate the HS2 station, and how this has changed since we last consulted in 2013;
- what the benefits of this station location would be, and where you would be able to travel to from this station;
- how to find more information about the route and the project; and
- how to get in touch with us.



■ Artist's impression of the proposed Manchester Piccadilly Station (low level view)

Between July 2013 and January 2014

HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

In November 2015

The Government announced its intention to bring forward the delivery of the Phase Two route between the West Midlands and Crewe, known as Phase 2a.

In November 2016

The Government announced proposals for the remainder of the Phase Two route, known as Phase 2b.

The route north of Crewe

The route north of Crewe would form the northern 51 miles (82 km) of the Manchester leg on the Phase Two network. It would begin 600m to the south of the existing Crewe station, near the A500, continuing on from the Phase 2a route. The route would divide into two lines to the northwest of Knutsford. One line (the HS2 mainline) would continue northwest and finish at a junction with the existing West Coast Main Line (WCML) to the south of Wigan. The other line (the Manchester spur) would terminate at Manchester Piccadilly via a station near Manchester Airport.

The station

The Government's preference for a station serving Manchester would be to locate the new HS2 station platforms immediately north of the existing station at Piccadilly. Four HS2 platforms would sit alongside Platform 1 of the existing station. The platforms would be elevated, with a concourse located at ground level.

Direct access to the HS2 concourse would be possible from the realigned Sheffield Street, and could also be accessed from the existing entrances at the station. Car parking would be provided, as well as connectivity to public transport such as the tram network, and key pedestrian and cycling routes across the city. HS2 will continue to work with stakeholders to develop the station proposals to ensure the benefits of the station are maximised, and reduce impacts on the local area.

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.



■ Visualisation showing the connectivity of the proposed Manchester Airport station

Changes to the station since 2013

Changes have been made to the approach to the HS2 Manchester Piccadilly Station as a result of route refinements. Minor changes have been made to the location and layout of the station since the 2013 design. The approach into Manchester Piccadilly Station has been straightened to ensure that the HS2 station operates more efficiently. The changes to the design of the station mean that it is less likely to impact on the Grade II listed train shed at Manchester Piccadilly, which would lie adjacent to the new station.

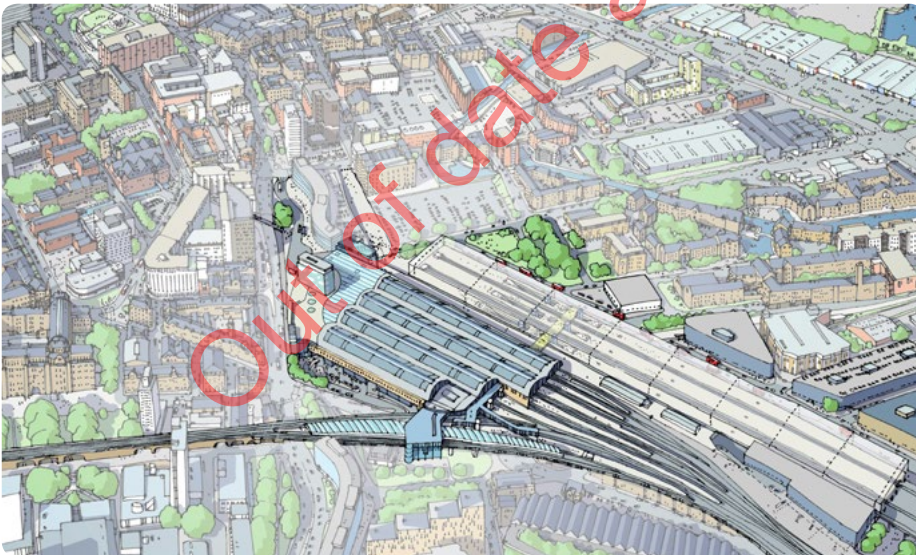
For more information about changes to the Phase 2b route since 2013, please review the Summary of Route Refinements document.

Key impacts of the station

This section highlights the key impacts from the preferred route. For further information about these impacts, please review the Sustainability Statement.

For Manchester City Council, and other delivery partners in Manchester, it is important to ensure HS2 fits with the development aspirations for the area. HS2 Ltd will continue to work with local stakeholders to ensure that the design is aligned with local aspirations.

A number of dwellings would be demolished on Chapeltown Street, north of the existing station. The preferred scheme would also require the demolition of two community facilities: the Dominion Chapel Auditorium in the industrial estate on the station approach near Ardwick; and a postal distribution centre at Piccadilly station. It would also require the demolition of commercial and industrial properties at Piccadilly.



■ Artist's impression of the proposed Manchester Piccadilly Station (aerial view)

Benefits

As a key element of the city's Strategic Regeneration Framework, it is important to ensure HS2 fits with the development aspirations for the city. HS2 Ltd will continue to work with Manchester City Council and other delivery partners in Manchester to maximise the economic potential of the site.

Piccadilly is the main transport hub within the region, at the heart of the city centre, the commercial core and the Southern Gateway/Oxford Road corridor. The station would provide an opportunity to improve connectivity and stimulate the development of underused sites. 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.

Manchester Piccadilly station has excellent connectivity. The existing station is served by several train operating companies on routes across northern England, as well as inter-city routes to the Midlands, London, Scotland and elsewhere. HS2 services at Manchester Piccadilly would enable passengers to benefit from faster, more frequent services to Birmingham, London and other destinations. The station would also be well served by the Metrolink tram network and local bus routes. HS2 Ltd is working with Transport for the North to consider opportunities to improve connectivity to other cities in the North of England from Manchester Piccadilly.

Contact us at HS2

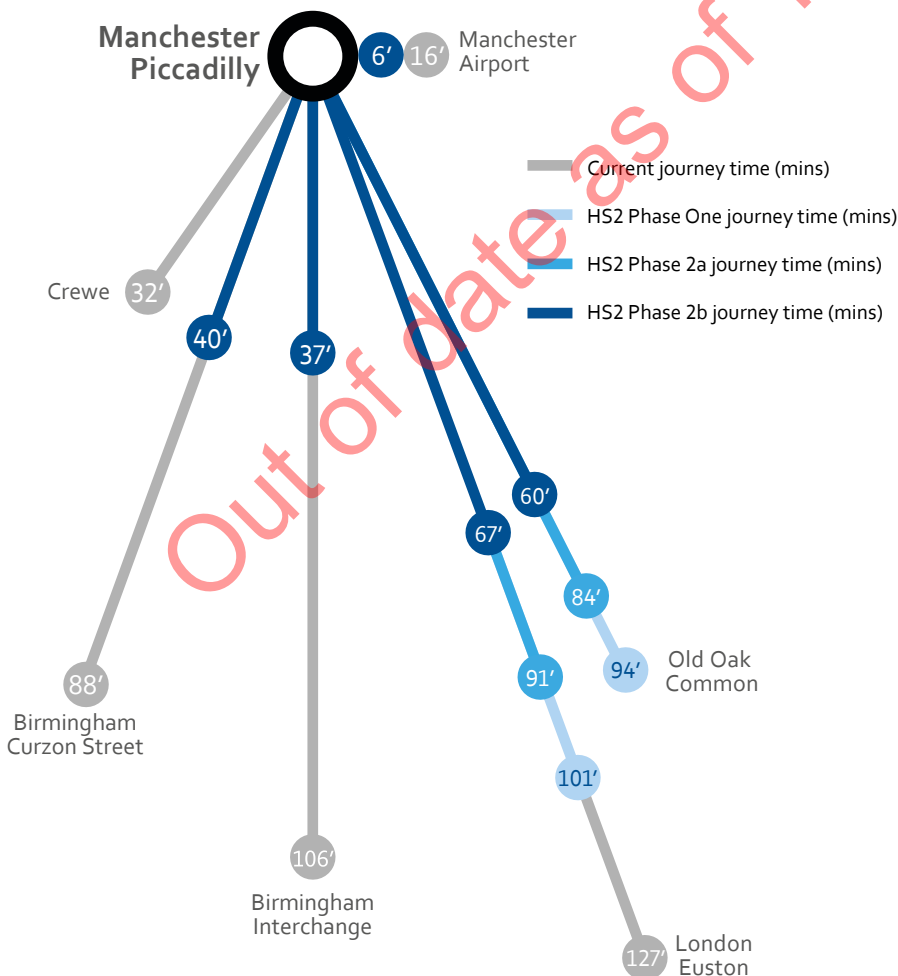
If you have any questions about this leaflet, please get in touch. You can contact our helpdesk on:

T: 020 7944 4908

E: hszenquiries@hs2.org.uk

For the latest documents including route plans and profile maps visit:

www.gov.uk/hs2



■ Manchester Piccadilly journey times (Fastest journey times based on assumptions and analysis as at Summer 2016). Source: HS2 Ltd

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, businesses and the environment.

As part of the hybrid Bill process, a number of mechanisms will be introduced to control the environmental impacts of Phase 2b. For example on Phase One, Environmental Minimum Requirements are a key element of the Government's overall strategy for ensuring that impacts which have been assessed in the Phase One Environmental Statement are not exceeded unless under certain circumstances.

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

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

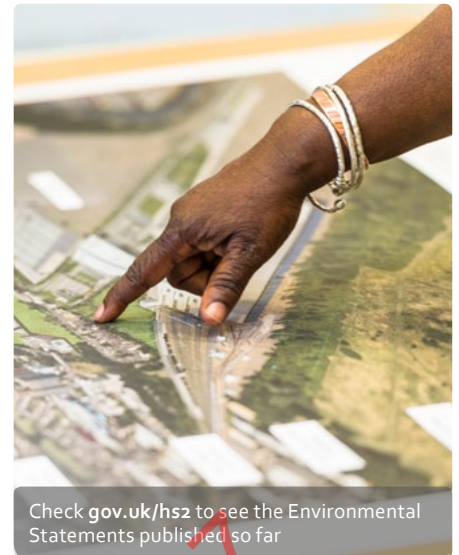
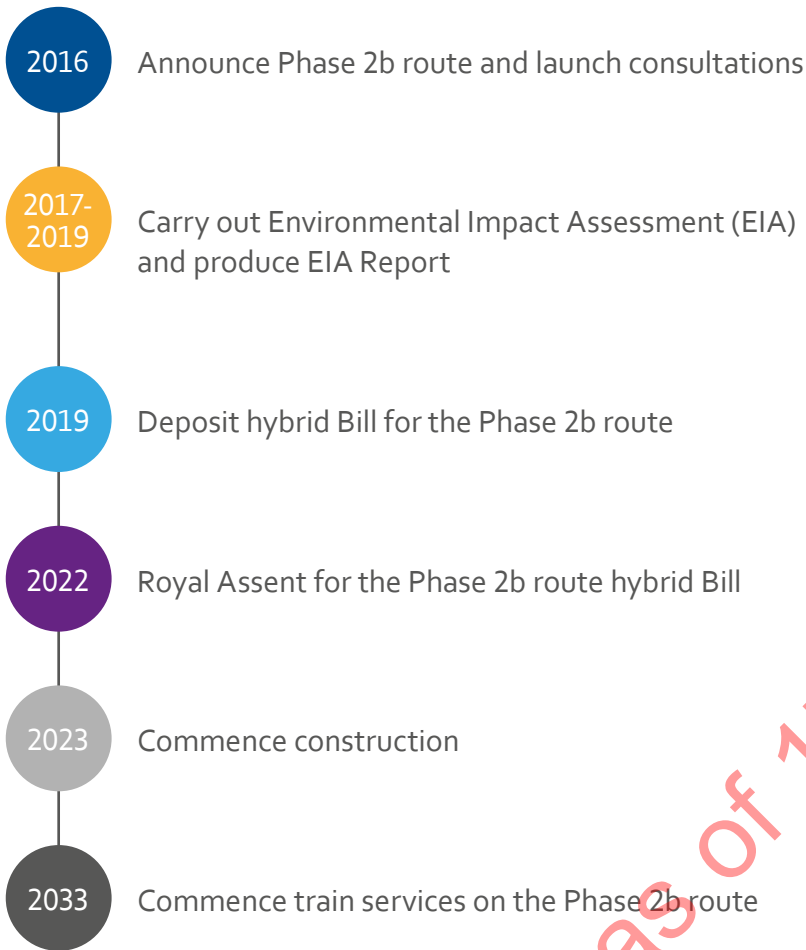


For questions about HS2, call our Community Relations team on 020 7944 4908

Out of date as of 17 July 2017

Next steps

This graphic shows what would happen between now and when trains start running on Phase Two.



Presenting a hybrid Bill to Parliament is how the Government gets permission to build the railway, and provides the opportunity for everyone's comments to be heard. Construction can only begin with Parliament's approval.

We will also carry out an Environmental Impact Assessment (EIA) 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.

To find out more about the documents mentioned in this factsheet, visit www.gov.uk/hs2

Keeping you informed

We are committed to keeping you informed via various channels



Residents' Charter and Commissioner

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

Project updates

For more information about Phase Two, visit

www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester

And for details of events in your area, visit

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

Contact us

HS2 Helpdesk

Tel: 020 7944 4908

Email: hs2enquiries@hs2.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

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

You can also find out if you're eligible for compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Jobs and skills

To see what jobs are available on HS2 at the moment, check our careers page:

<http://careers.hs2.org.uk>

If you're a student wondering what careers in STEM subjects are like, check out articles and have a look around our Plotr World:

www.plotr.co.uk/careers/worlds/hs2

And if you're a business wondering how to get involved with HS2, have a look at our guides and updates on:

www.gov.uk/hs2 – search for *HS2 business*

This document may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard, please contact HS2 Ltd.