



# HIGH SPEED TWO PHASE ONE INFORMATION PAPER

## E24: PRIVATE MEANS OF ACCESS

This paper outlines how the permanent effects of HS2 Phase One on private means of access will be managed.

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the Bill (including shortly prior to the enactment of the Bill in February 2017) the contents are now historic and are no longer maintained.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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## E24: PRIVATE MEANS OF ACCESS

### 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.
- 1.7. This paper outlines how the permanent effects of Phase One on private means of access will be managed.

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

## 2. Terminology

- 2.1. The term 'private means of access' covers a wide range of routes which connect premises such as homes, businesses and community facilities to the public highway network. For the purposes of this paper, the term can also be applied to internal routes within landholdings, such as farms, and field accesses connecting directly to a road.
- 2.2. Private means of access may serve a single property or be shared by a number of users, and they may be vehicular, pedestrian or shared by different classes of traffic.
- 2.3. The term 'accommodation works' is used to describe works undertaken by the nominated undertaker for landowners adjacent to HS2 work to accommodate the Proposed Scheme as part of the overall mitigation strategy to minimise impacts.
- 2.4. The term 'accommodation access' is used to describe a realigned, diverted or replacement private means of access to be provided by the nominated undertaker as part of that strategy.
- 2.5. The term 'accommodation bridge' is used to describe a structure carrying an accommodation access under or over the new railway.

## 3. Existing private means of access affected by HS2

- 3.1. The Proposed Scheme crosses, or otherwise affects, a wide variety of private means of access. Other works ancillary to the Proposed Scheme, such as road realignments and junction alterations, also affect private means of access at various locations.
- 3.2. Because of this variety, there can be no standard approach to dealing with existing private means of access. Each location has to be considered on a case-by-case basis on its own merits.
- 3.3. Information Paper D11: Maintaining access to residential and commercial property during construction, addresses the issue of temporary effects on private means of access.
- 3.4. In locations where the Proposed Scheme has a permanent effect on an existing private means of access, the Bill has considered and included accommodation access works at each location to ensure that access is maintained, where such provision is required. Options considered might include:
  - locally realigning the existing private means of access;
  - providing a new accommodation bridge under or over the new railway;
  - diverting the existing private means of access to a nearby road crossing of the new railway to avoid the need for a separate structure;

- combining a private means of access with an access that serves the new railway or associated facilities such as balancing ponds;
- combining a private means of access with a realigned or diverted public right of way;
- combining several private means of access into a single shared-use route; and
- closing the private means of access, where a suitable alternative route is already available or where the affected landholding is acquired as part of the Proposed Scheme.

## 4. Accommodation access standards

- 4.1. In most cases, the width, surfacing and boundary treatment (e.g. gates and fencing) of an accommodation access would be similar to the existing private means of access.
- 4.2. However, the detailed standards to be adopted at each location will be discussed with the affected landowner(s) as part of the compensation arrangements.

## 5. Accommodation accesses with shared use

- 5.1. Where two accommodation accesses of a different standard (in terms of width, surfacing and boundary treatment) are combined, the higher standard will be adopted.
- 5.2. Shared-use accommodation accesses will be provided with suitable gating arrangements to protect the interests of each party. These can include separate or shared gates, and any locking arrangements will be agreed as appropriate to the circumstances at each location.
- 5.3. In the case of accommodation bridges that are shared with public rights of way, extra width will be provided on one side to help keep vehicles and pedestrians separate.

## 6. Farm accommodation bridges

- 6.1. Accommodation underbridges carrying internal farm routes beneath the new railway will be sized in accordance with the expected usage requirements and these will vary from one location to another.
- 6.2. However, as general guidance, dimensions will typically range from 3 metres wide by 2.8 metres high for cattle underpasses<sup>2</sup> to 4.5 metres wide by 4.25

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<sup>2</sup> Values based on Technical memorandum H9/71 'Cross section design of road verges and central reservations on or under Bridges' (Department for Transport).

metres high on routes traversed by large agricultural vehicles, machinery and implements<sup>3</sup>.

- 6.3. Accommodation overbridges carrying internal farm routes above the new railway will typically be 4.7 metres wide between parapets (or 5.6 metres where shared with a public right of way).
- 6.4. In the case of dairy farm accommodation underpasses that are shared with public rights of way, extra width will usually be provided on one side to help provide separation between cattle and pedestrians.

## 7. More information

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

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<sup>3</sup> Values based on the 'Report of the Study Group on Dimensions of Agricultural Bridges and Underpasses' (Department for Transport, 1985).