

## HIGH SPEED TWO PHASE 2a INFORMATION PAPER

### E5: ROADS AND PUBLIC RIGHTS OF WAY

This paper outlines how the effects of the Proposed Scheme 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 High Speed Rail (West Midlands-Crewe) Bill which is now enacted. It was finalised at Royal Assent and no further changes will be made.

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.

**The Helpdesk can be contacted:**

**by email:** [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

**by phone (24hrs):** 08081 434 434  
08081 456 472 (minicom)

**or by post:** High Speed Two (HS2) Limited  
2 Snowhill, Queensway  
Birmingham  
B4 6GA

# 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 phases: Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route to Crewe. Phase 2b will extend the route to Manchester, Leeds and beyond. The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017.
- 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 July 2017, the Government introduced a hybrid Bill<sup>1</sup> to Parliament to seek powers for the construction and operation of Phase 2a of HS2 (the Proposed Scheme). The Proposed Scheme is a railway starting at Fradley at its southern end. At the northern end it connects with the West Coast Main Line (WCML) south of Crewe to allow HS2 services to join the WCML and call at Crewe Station. North of this junction with the WCML, the Proposed Scheme continues to a tunnel portal south of Crewe.
- 1.4. The work to produce the Bill includes an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs)<sup>2</sup>, which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed Scheme.
- 1.5. The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. The nominated undertaker will be bound by the obligations contained in the Bill and the policies established in the EMRs. There may be more than one nominated undertaker.
- 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 Proposed Scheme have been reached.

---

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

<sup>2</sup> For more information on the EMRs, please see Information Paper E1: Control of Environmental Impacts.

## 2. Overview

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

## 3. Environmental design aims

- 3.1. One of the Proposed Scheme's environmental design aims is to promote sustainable transport choices for all. Existing pedestrian, cycle and vehicular access will be maintained as far as reasonably practicable during construction and operation<sup>3</sup>.
- 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 centres, 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 been designed with the aim of minimising the effect of severance on local communities, particularly with regards to the re-design or replacement of roads and public rights of way. 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. Where reasonably practicable, the railway alignment has been designed with bridges to carry the new railway 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. The nominated undertaker will adopt the shortest route that can reasonably be achieved, 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 horse riders) have also been considered when developing new road layouts.

---

<sup>3</sup> For information on private means of access, please see Information Paper E6: Private Means of Access.

- 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 design objective has been to seek the shortest practicable route. 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 neighbouring 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, after Royal Assent, 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 and 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 engage closely with the local authorities on the management of an impacts arising during construction in 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.
- 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, including Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design'. 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)