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High Speed Two Phase 2b: Crewe to Manchester

**Western Leg Design Refinement
Consultation – Summary Report**

Produced by Ipsos MORI for HS2 Ltd

Ipsos MORI



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1 Introduction

1.1 Overview

On 7 October 2020, the Minister of State for Transport announced a consultation on four proposed changes to the design of the Western Leg of HS2 Phase 2b (Crewe to Manchester). The proposed changes are a result of design development, ongoing engagement, and the future integration with Northern Powerhouse Rail (NPR) and other transport projects. The proposed changes are outlined in Section 1.2.

The consultation ran for just over nine weeks, and closed at 23:45 on Friday, 11 December 2020. The purpose of the consultation was to provide an opportunity for comment by those likely to be affected by, or interested in, the proposed changes to the design of the Western Leg of Phase 2b. This report provides a summary of the responses received to the consultation.

1.2 Scope of the consultation

Between 7 October and 11 December 2020, the Government carried out a design refinement consultation on four proposed changes to the Western Leg of the Phase 2b route. These are substantial changes to the design or new infrastructure required for the construction and operation of the new railway.

The proposed design refinements can be categorised into four groups:

- A new Crewe Northern Connection (CNC) and changes to the design of the Crewe North Rolling Stock Depot (RSD);
- Changes to the design around Manchester Airport High Speed Station;
- Changes to the design around Manchester Piccadilly High Speed Station; and
- The introduction of a new train stabling facility at Annandale, in Dumfries and Galloway.

The Minister of State will decide on whether to adopt the proposed changes following consideration of the feedback received to this consultation.

Table 1.1 provides a brief summary of each of the proposed design refinements, along with the questions asked as part of the public consultation.

Table 1.1: Summary of the proposed design refinements

Question Number	Consultation question	Description of proposed change
Q1a	What are your comments on the proposals to provide a connection between HS2 and the West Coast Main Line north of Crewe?	<p>The Minister of State is minded to <u>make two changes to the design north of Crewe</u>:</p> <ol style="list-style-type: none"> 1. Include a Crewe Northern Connection in the design for HS2 to enable the benefits of NPR and the Crewe Hub to be realised in future with more and quicker services to the North. 2. Modify the design of the Crewe North RSD to provide the required stabling and maintenance facilities for HS2 rolling stock and support the efficient operation of the HS2 network.
Q1b	What are your comments on the revised proposal for the Crewe North Rolling Stock Depot and the inclusion of an Infrastructure Maintenance Base at the site?	
Q2a	What are your comments on the proposed changes to the design of Manchester Airport High Speed station?	<p>The Minister of State is minded to make three changes to the design at Manchester Airport High Speed station:</p> <ol style="list-style-type: none"> 1. Provide two additional platforms (giving a total of four platforms) to accommodate future service growth and the use of HS2 infrastructure as part of NPR. 2. Update the designs for provision of a future Metrolink stop at the HS2 station. 3. Improve the future road network around the station.
Q2b	What are your comments on the proposed changes to the road network around the new Manchester Airport High Speed station?	
Q3a	What are your comments on the inclusion of two additional platforms into the design of Manchester Piccadilly High Speed station?	<p>The Minister of State is minded to make a number of changes to the design around the proposed Manchester Piccadilly High Speed station to:</p> <ol style="list-style-type: none"> 1. Provide an additional two platforms (giving a total of six platforms) to allow future use of HS2 infrastructure as part of NPR. 2. Relocate the Piccadilly Metrolink station beneath the HS2/NPR station and make provision for a second Metrolink stop in the event of future expansion of the Metrolink system to the east of the city. 3. Make passive provision for the junction required for a future connection as part of NPR routes east of Manchester. 4. Change the horizontal alignment of the approach to the station to reduce impacts on the Ardwick Depot. 5. Improve the intended road network around the station to avoid disruption to road users and re-provide highways around HS2 works.
Q3b	What are your comments on the proposed changes to Metrolink around Manchester Piccadilly High Speed station?	
Q3c	What are your comments on the proposed inclusion in the design of passive provision for a future Manchester to Leeds junction?	
Q3d	What are your comments on the proposed relocation of the Manchester tunnel portal to avoid the need to demolish the train care facility at Ardwick Depot?	

Q3e	What are your comments on the proposed changes to the road network around the new Manchester Piccadilly High Speed station?	
Q4	What are your comments about the proposed train stabling facility at Annandale?	The Minister of State is minded to include a train stabling facility at Annandale, Dumfries and Galloway to stable and carry out light maintenance on High Speed trains serving the north west of England and Scotland.

Figure 1.1 shows the location of the proposed design refinements across the Phase 2b Western Leg of the Proposed Scheme.

Figure 1.1: Location of the proposed design refinements



Please refer to the Government's consultation website¹ for further details about each of the proposed design refinements.

¹ <https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation>

1.3 Publicising the consultation

Given the Coronavirus pandemic, HS2 Ltd were unable to hold public information events. Instead a series of public information webinars were organised and included representatives of HS2 Ltd and DfT who provided information about the proposed design refinements, and offered the opportunity for questions. Members of the public and other interested parties were able to register for the webinars and these took place in October and November 2020 during the consultation period.

The consultation documents and response form were available to download from the gov.uk site and HS2.org.uk and hardcopies could be requested for free via the HS2 Helpdesk. HS2 Ltd also created a virtual exhibition showing the consultation proposals, and a "Navigator" mapping tool, which also included a postcode search facility.

HS2 Ltd advertised the consultation via leaflet to those within 1km of the route centre line (or 500m from the consolidated construction boundary if further than 1km from centre line), in addition to promotion on Facebook, local print media and their respective digital platforms, including:

- Chester and District Standard;
- Crewe Chronicle;
- Dumfries and Galloway Standard;
- Manchester Evening News;
- Manchester Weekly News; and
- Northwich Guardian.

Copies of the consultation documents were also sent to the relevant local authorities and statutory consultees.

A number of response channels were set up so respondents could provide feedback on the proposed changes. These response channels were:

- an **online response form** on the dedicated response platform setup for the consultation, which could be accessed via the consultation webpage:
<https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation>
- a **pdf version of the response form** that could be downloaded from the consultation webpage. This could be completed electronically and submitted via email, or it could be printed out and sent as a hard-copy response through the post. A freepost address (FREEPOST HS2 PHASE 2B DESIGN REFINEMENT) was provided with response forms to enable members of the public and organisations to post back their response;

- a **freepost address** (FREEPOST HS2 PHASE 2B DESIGN REFINEMENT) was provided in the consultation documents to enable members of the public and organisations to post their response; and
- a dedicated **consultation email address** (designrefinement2b@ipsos-mori.com) was set up to enable people to respond via this method if they preferred.

These response channels were all managed by Ipsos MORI on behalf of HS2 Ltd. All responses dated and received within the consultation period were analysed and are summarised in this report. In addition, to make allowance for any potential delays with the post or misdirection of emails, paper responses, letters and emails received up until 16 December 2020 were reviewed to check the date and time at which they were sent. All responses with a postmark on or before 11 December 2020, or other verifiable proof of postage before the deadline, were included in the analysis.

In addition, some responses to the consultation were sent to HS2 Ltd through other channels. Where such correspondence was received during the advertised consultation period, it was forwarded to Ipsos MORI by HS2 Ltd. Any such correspondence received by HS2 Ltd within the consultation period was processed and included within the consultation analysis where relevant.

In order to support the consultation, HS2 Ltd held 14 online information webinars, as summarised in the table below:

Table 1.2: Details of HS2 online information webinars

Topic	Webinar date	Attendees
MA02 - Wimboldsley to Lostock Gralam	19/10/2020	65
MA06 - Hulseheath to Manchester Airport	21/10/2020	51
New train stabling facility at Annandale, Dumfries and Galloway	23/10/2020	13
MA06 - Manchester Airport (focus on the station)	04/11/2020	35
MA04 - Broomedge to Glazebrook	06/11/2020	N/A ²
MA05 - Risley to Bamfurlong	09/11/2020	99
MA03 - Pickmere to Agden and Hulseheath	11/11/2020	122
MA07 - Davenport Green to Ardwick	12/11/2020	43
MA04 - Broomedge to Glazebrook	13/11/2020	44
Tunnelling on 2b	16/11/2020	64

² Due to technical difficulties, this webinar was rescheduled on 13/11/2020.

MA08 - Manchester Piccadilly Station	18/11/2020	80
MA01 - Hough to Walley's Green	20/11/2020	32
Land referencing, surveying and access (land agents)	25/11/2020	24
Land referencing, surveying and access (stakeholders)	27/11/2020	8

1.4 Number of responses to the consultation

In total, 326 respondents submitted a response to the consultation through a number of channels, as set out in Table 1.3.

Table 1.3: Responses received to the consultation by response channel

Response channel	Count
Online response form	111
Paper response form	10
Email	203
Whitemail ³	2
Total	326

Categories of respondent

The consultation received 167 responses from organisations and 159 responses from individual members of the public. Organisational responses are responses sent on behalf of wider groups rather than individual members of the public. Such organisations included businesses, local government organisations, and environmental, heritage and amenity groups. For the purpose of this analysis, Members of Parliament, Members of the Scottish Parliament and Councillors were also treated as *organisations* and categorised under *elected representatives*. The responses classified under *other* included a variety of organisations, including Langley Priority Estate. A full list of the organisations that responded (excluding those that requested confidentiality) is found in Appendix A in this report.

Number of respondents who provided comments on each proposed design refinement

Those who completed an online or paper response form were able to identify the refinement or refinements they wished to comment on. For those who provided their response via email or letter, Ipsos MORI read the responses and categorised them as accurately as possible with the information that had been provided. In most cases it was clear from the responses which refinement or refinements were being commented on. However, in some cases it was not clear on which refinement respondents

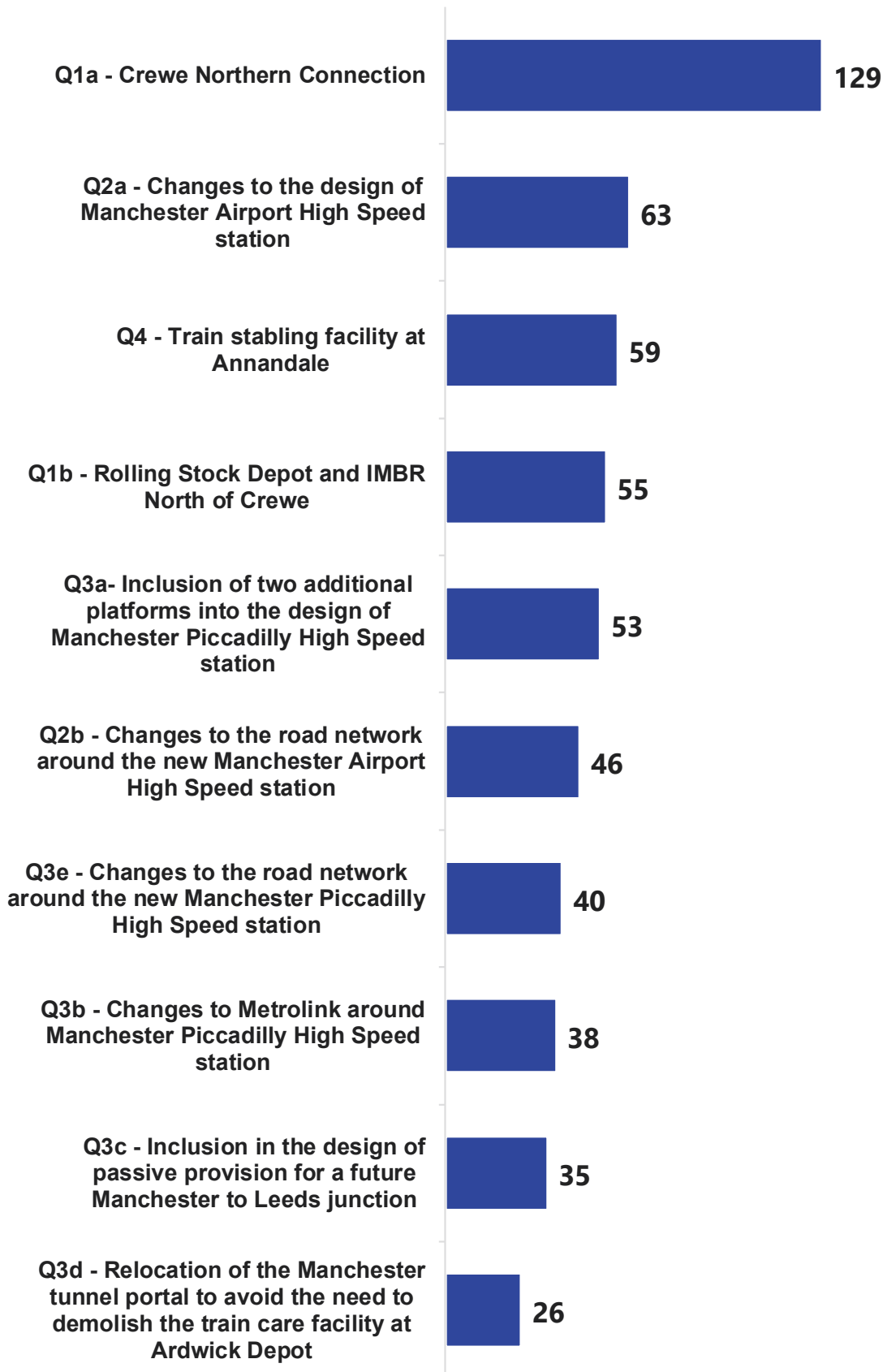
³ One response included a petition against the Golborne Link which was not the subject of this consultation

intended to provide comment. In such cases, Ipsos MORI forwarded the responses to HS2 Ltd to see if the consultation team could identify the refinement or refinements being commented on.

Most of those who provided comments tended to base their comments on the refinement or refinements in their local area, although this was not always the case. Others made more general comments about HS2 as a whole. Such general comments were considered to be outside the scope of this consultation and are therefore summarised in the out-of-scope chapter of this report (Chapter 14).

As Figure 1.2 shows, some of the proposed refinements received more responses than others.

Figure 1.2: Number of respondents who provided comments about each proposed refinement



Base: all who provided comments on one or more of the proposed design refinements

2 Structure of report

This report summarises the comments of those who responded to Phase 2b Western Leg design refinement consultation.

The structure of this report is as follows:

Chapter 3 describes a summary of the analysis process. It provides details on how the responses were analysed and reported, setting out how many individuals and organisations took part and by what means.

Chapters 4 to 13 summarise the comments received regarding each of the proposed design refinements.

Chapter 14 briefly summarise responses that were considered to be out of scope.

The consultation asked respondents to indicate whether or not they supported each of the proposed changes they wished to comment on, together with their reasons. Some of those who responded indicated support for one or more of the proposed changes, while others were opposed. Some of those who provided a response raised concerns whilst not necessarily opposing the proposed changes outright. Others made suggestions, or other comments about the proposals.

Chapters 4 to 13 are therefore set out based on reasons for support for the proposed change, followed by reasons opposing the proposed change. Each chapter then covers concerns that were raised, followed by suggestions, and finally, other comments made.

The final chapter (Chapter 14) summarises the responses that were considered to be outside the scope of this consultation. Out of scope comments are those that did not focus on the design refinements being consulted on as part of this consultation (e.g. comments about Phase 2a or comments offering overall support or opposition to HS2 and so on). While a relatively large number of landowners submitted a response to the consultation (either directly or via an agent) many were considered as being out of scope. While many made comments about how they thought they could be impacted by HS2, it was considered that many would not be directly affected by the proposals being consulted on as part of the consultation. However, it is important to state that all responses received as part of the consultation (regardless if in scope of out of scope) were passed to HS2 Ltd for their review and action if/where appropriate.

3 Analysis methodology

3.1 Receipt and handling of responses

The handling of consultation responses was subject to a process of checking, logging and confirmation to ensure a full audit trail. All original electronic and hard copy responses were securely filed, catalogued and given a serial number for future reference, in line with requirements of the Data Protection Act (2018), and General Data Protection Regulations (GDPR).

3.2 Analysis of responses

The process of analysing the content of each response was based on a system where unique summary 'codes' are applied to specific words or phrases contained in the text of the response. The application of these summary codes and sub-codes to the content of the responses allows systematic analysis of the data.

Ipsos MORI developed an initial coding framework (i.e. a list of codes to be applied) based on the text of the first responses received. This initial set of codes was created by drawing out the common themes and points raised. The initial coding framework was then updated throughout the analysis process to ensure that any newly-emerging themes were captured. Developing the coding framework in this way ensured that it would provide an accurate representation of what respondents said.

Ipsos MORI used a web-based system called *Ascribe* to manage the coding of all the text in the responses. Ascribe is a system which has been used on numerous large-scale consultation projects. Responses were uploaded into the Ascribe system, where members of the Ipsos MORI coding team then worked systematically through the comments and applied a code to each relevant part(s) of them.

The Ascribe system allowed for detailed monitoring of coding progress, the organic development of the coding framework (i.e. the addition of new codes to new comments). A team of coders worked to review all of the responses as they were uploaded to the Ascribe system. The coding team was fully-briefed on the scope of the consultation and detail of the proposed changes to aid their interpretation of the comments contained in the responses.

To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage to help with reporting. During the initial stages of the coding process, weekly meetings were held with the coding team to ensure consistent approach in raising new codes and to ensure that all additional codes were appropriately and consistently assigned.

3.3 Interpreting the consultation findings

A consultation is a valuable way to gather opinions about a topic, but there are a number of points to bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain categories of people may have been more likely to

contribute than others. This means that the responses can never be representative of the population as a whole, as would be the case with a representative sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. Responses are also likely to be influenced by local campaigns.

It must be understood, therefore, that the consultation, as reflected through this report, can only aim to catalogue the various opinions of the members of the local community and organisations who have chosen to respond to the consultation. It can never measure the exact strength of particular views or concerns amongst members of the local community, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Respondents will have chosen to access differing levels of information about the proposals. Some responses are therefore based on more information than others and may also reflect differing degrees of interest across respondents.

It is important to note that the aim of the consultation process is not to gauge the popularity of a proposal or proposals; rather it is a process for identifying new and relevant information that should be considered in the decision-making process. All relevant issues are, therefore, considered equally, whether they are raised by a single respondent or a majority. A consultation is not a referendum.

Respondents vs. comments made

Please note that throughout the report, findings are reported on in terms of the number of respondents who made comments, and/or the number of comments made. It is important to bear in mind that a respondent can make both supportive, opposing comments and also raise concerns. When numbers are mentioned, the report makes clear that this is either the number of respondents who made comments or the number of comments made. This will explain why for example that the number of comments made will generally add up to more than the number of respondents who made comments. It is important to bear this in mind when interpreting the consultation findings.

3.4 Organisational responses

Those who responded on behalf of an organisation or group were classified as stakeholder organisation responses. Those classified as stakeholder organisations included statutory agencies, elected representatives, action groups, community groups, local government organisations (including county, district, parish and town councils), and businesses.

The response form asked participants to indicate whether they were responding on behalf of an organisation/group, or as an individual. Those who said they were responding on behalf of a group or organisation were generally classified as a stakeholder organisation, unless it was clear from their

response that they were actually members of the public (for instance, those who stated that the group they represented was their family).

The response form asked stakeholder organisations to indicate the category of organisation they felt best described themselves from a pre-determined list. For the purposes of consistency of reporting, Ipsos MORI has occasionally chosen to reallocate stakeholder organisations to a different category to the one that they self-selected. However, participants' own selections have been largely respected. Stakeholder organisations that responded by email or letter were allocated to categories by Ipsos MORI, to the best of its judgement.

A full list of the organisations that took part (excluding those requesting confidentiality) can be found in Appendix A.

3.5 General public responses

Respondents who said they were providing their own response in the online and paper response form were generally classified as members of the public, unless it was clear from their response that they were responding on behalf of a group or organisation (i.e. they self-identified as such on the tick-box question on the response form). Those who responded by email or letter (i.e. not by use of the online response form) were classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

4 Crewe Northern Connection

4.1 Summary of proposed change

The current designs for Phase 2a of HS2 allow HS2 services to join the WCML south of Crewe. Trains can then call at the station and travel on from here to destinations such as Manchester, Liverpool and Scotland via the WCML. In the current design for Phase 2b as shown in the working draft Environmental Statement, High Speed services would use Crewe tunnel to by-pass the station and continue on the dedicated HS2 main line to Manchester, Scotland and other destinations further north. Services to Liverpool are assumed to call at Crewe and then stay on the WCML.

The proposal to include a Crewe Northern Connection (CNC) would allow High Speed services from the south to call at an enhanced Crewe Hub Station, and then join the HS2 line to serve destinations to the north of Crewe. Combined with a potential new NPR line between Hoo Green and Liverpool, the CNC would allow trains to Liverpool to call at Crewe, and then use a future NPR route to Liverpool, rather than the WCML.

The proposed creation of the CNC would require changes to the design of HS2 and the WCML between Parkers Road in Crewe to the south and the River Dane viaduct near Bank Farm to the north. These changes would include realigning a section of the WCML, the inclusion of viaduct structures to connect the WCML and HS2, widening the rail corridor across this area and changes to footbridges and overbridges.

To enable trains to cross between the WCML and high speed lines without having to slow down or stop, the proposed design for the CNC includes a grade-separated junction. This junction would use two viaduct structures to carry the high speed lines over the WCML and connect into the existing north and south bound tracks. These viaducts would be up to 15m above ground level.

The new infrastructure at the CNC would be integrated with the proposed connection between the WCML and Crewe North RSD (see Chapter 5 below). These connections provide access to the depot for trains leaving Crewe station for stabling and maintenance, while also enabling trains stabled at the depot to travel to Crewe station for the start of service.

To safely construct, operate and maintain the CNC, a section of the two outermost tracks of the WCML would need to be adjusted. A 1.7km section of the southbound slow line and a 1.5km section of the northbound slow line would need to be realigned up to 39m to the east and 29m to the west separately. The inclusion of the CNC creates a four-track HS2 corridor from Larch Wood near Warmingham Moss up to the southern end of the River Dane viaduct. At the River Dane viaduct, HS2 would return to a two-track corridor. The CNC also requires changes to the footbridges and overbridges proposed to cross the WCML and HS2 rail corridor. The number of crossings over the Shropshire Union Canal would also increase from two to three viaducts, as an additional structure is required as part of the CNC. The lengths of several proposed culverts and diversions to utility assets in this area would also increase.

4.2 Question wording

The question asked was as follows:

What are your comments on the proposals to provide a connection between HS2 and the West Coast Main Line north of Crewe?

4.3 Summary of responses received

There were 129 respondents who provided comments about the proposed CNC. Comments were received from 71 members of the public and 58 organisations.

There were 60 respondents who expressed positive comments in support for the proposal, and 42 who provided negative comments. There were also 53 respondents who raised concerns about the proposal without necessarily being opposed outright, and 50 respondents who made suggestions. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Of those who provided supportive comments about the proposal, this included 36 respondents who were supportive because they believed it would improve rail capacity and connectivity, as well as permitting future growth, and integration of HS2 with NPR. In addition, there were 28 respondents who believed that the proposal would bring benefits for the local economy, including job creation and opportunities for business. There were also 16 respondents who believed that the proposal would benefit local people and local communities. Fewer respondents provided supportive comments about other aspects or themes in relation to the proposal.

Table 4.1 provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 4.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Traffic and Transport – Rail	36	Respondents supported the proposal because of the potential for improved capacity and connectivity, for freight and passengers between the North-West of England, the Midlands, Scotland and London; improved journey times; future-proofing the network to allow growth, such as integration with NPR; and, benefitting the Crewe Hub Scheme.
Socio-economic	28	Of those who supported the proposed change for socio-economic reasons, this included comments that it would enable the scheme to provide better value for money, and increase jobs and business opportunities across the North-West of England.

Community	16	Respondents supported the proposal due to general perceptions of potential benefits to local people and communities in South Cheshire.
Environment, Ecology and Biodiversity	6	Of those who supported the proposed change for ecological reasons, this included comments that the proposal would minimise the project's impact upon the environment and that it would lower carbon emissions through encouraging modal shift from road to rail.
Health and quality of life	2	It was thought that the proposed change would have health and quality of life benefits.
Traffic and Transport – road	1	It was believed that the proposed change would result in less traffic congestion on the M6 motorway.

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

"Yes, this makes a lot of sense, and provide lots of opportunities for better journeys for lots of different parts of the North West. Also enables the Crewe Hub station which is a huge regeneration opportunity."

Member of the public

"The addition of this connection is significantly beneficial in facilitating the use of the HS2 tracks north of Crewe by trains (both HS2 and possibly conventional trains) and thereby enhancing the value of that route section which would otherwise be under-utilised."

Member of the public

Looking at specific examples from organisations who supported the proposed change, this included Cheshire East Council, and Manchester City Council. Cheshire East Council perceived the CNC as essential to help deliver the Council's vision for the Crewe Hub, and that it would be advantageous for Crewe. Manchester City Council believed that the proposal would facilitate and improve connectivity.

"CEC welcomes the introduction of the Crewe Northern Connection junction as it is necessary and an essential enabling element to deliver the Council's and partners' vision for the Crewe Hub; it will provide Crewe a competitive advantage with the potential for more services and passengers to reach Crewe."

Cheshire East Council

"The connections on and off HS2/ WCML at Crewe are welcomed, giving flexibility to adapt service patterns and enabling diversionary routes."

Manchester City Council

Reasons for opposition to the proposed change

Of the 42 respondents who expressed opposition to the proposed change, some (14) provided general opposing comments for the proposal and some provided specific reasons for opposing the proposal. The following table provides a breakdown of the number of respondents who opposed the proposed change by theme, along with their reasons.

Table 4.2: Reasons for opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	21	Respondents were opposed to the proposed change because they believed that it would cause disruption to local communities, such as Wimboldsley and other villages in South Cheshire.
Socio-economic	21	Of those who opposed the proposed change for socio-economic reasons, this included comments that the money for the proposal was too expensive, that it was removing land from other potential uses and that it would negatively impact local jobs or businesses.
Environment, ecology and biodiversity	17	Of those who opposed the proposed change for ecological reasons, this included those who believe that the change would increase carbon emissions, general comments on potential impacts upon biodiversity, and comments about specific habitats deemed to be at risk such as woodlands, rivers and canals.
Landscape and visual	12	Respondents were opposed to the proposed change because they believed that it would negatively impact on views, green space and the character of the local countryside.
Traffic and transport – rail	12	Respondents opposed the proposal as they believed that there was no longer demand for the connection, in addition to potential disruption to other rail services.
Land quality	8	Of those who opposed the proposed change due to land quality, this included comments on the risk of subsidence or instability, including around borrow pits and the Cheshire salt plains.
Traffic and transport – road	7	Respondents opposed the proposal as they believed that it could increase congestion on local roads, particularly during the construction phase.
Noise and vibration	7	Respondents were opposed to the proposed change because they believed that increased noise and vibration would disrupt local communities.

Agriculture	4	Respondents were opposed to the proposed change because they believed that it would negatively impact the accessibility and operability of farms and agricultural land.
Health and quality of life	3	It was thought that the proposed change could be detrimental to local people's health and quality of life.
Air quality	2	It was believed that the proposed change could increase dust and air pollution.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"Not only am I seriously concerned of the environmental impact that these plans have but I am also seriously concerned about the increase in construction traffic this proposed scheme will cause."

Member of the public

"The proposed route will affect a large area of natural habitat around the Trent & Mersey canal and connecting lakes."

Member of the public

Looking at specific examples from organisations who opposed the proposed change, this included:

"The principle of such a connection is acceptable, however the current design proposal is not acceptable due to the potentially catastrophic impact it will have on our client's solar farm and the generation and supply of electricity from renewable energy sources as set out above."

Footanstey on Behalf of Moss Lane Farm Solar Ltd

"The proposed CNC and RSD are premised on the need for more capacity than the current WCML can provide. For several years working from home has seen a gradual but steady increase. The event of Covid-19, encouraged by advice from HM Government, has seen the number of companies opting to have their employees work from home increase rapidly to a spectacular new level."

Stanthorne and Wimboldsley Parish Council

Concerns raised

There were 53 respondents who raised concerns about the proposed change. The main reasons for concern were: increased traffic congestion as a result of the proposal (19); disruption to local communities, such as impacts on house values and severed public rights of way (15); risks of unstable land (14) in the Cheshire salt plains and around borrow pits; noise and vibration (12), particularly during construction; and, impacts on biodiversity, wildlife, and habitats (11) such as woodlands and wetlands.

"Instead of having productive countryside we will have an industrial area which will be so large as to almost connect Crewe with Winsford. This will ruin the small town of Winsford and create a huge urban sprawl."

Member of the public

"The additional costs to reinforce the unstable land will be prohibitive to this project also I am sorry to see that no mention of drainage along the rail tracks has been mentioned and I do not see how drainage and or noise abatement will be put into place along the 15m high embankment."

Member of the public

Looking at specific examples from organisations who expressed concerns about the proposed change, this included:

"The closure of Parkers Road and Pym's Lane, alongside the construction of 1,250 houses and the roughly 500 new houses currently being built, will place tremendous pressure on the Leighton road network."

Kieran Mullan, MP For Crewe and Nantwich

"There are existing mining operations mining rights and subsurface underground gas storage facilities in close proximity to the proposed location for the Crewe Northern Connection. The presented design proposal is an increased footprint to previous design, and this will increase Network Rail's mining risk exposure in the area."

Network Rail

Suggestions

There were 50 respondents who made suggestions about the proposed change. A number of suggestions were made, including mitigation for noise and vibration; compensation and relocation packages for affected businesses; and alternative access routes to construction sites.

"Consideration needs to be given to any temporary or permanent alterations to local highways providing routes in and out of the Crewe area to ensure that the M6 junctions can accommodate any reassigned traffic. This is particularly important should these roads also be used as SRN Emergency Diversion Routes. In particular, any impact of the planned upgrade to the A500 to provide improved access to Crewe from Junction 16 will need to be considered."

Highways England

"CNC is undoubtedly a significant piece of infrastructure that must be supplemented by comprehensive mitigation measures (both during construction and operation)."

Cheshire East Council

"Natural England have identified a number of opportunities for environmental enhancements in this area, in particular the potential to create a new nature reserve in the vicinity of Sandbach Flashes SSSI. New and enhanced habitat in this area, created and managed for SSSI birds, would improve the resilience of the SSSI as well as offering opportunities for public access to these sites."

Natural England

Other comments

There were 59 respondents who made other comments about the proposed change. One of the most common comments (29) was the view that this connection should be used instead of, or negate the need for, the Golborne Spur.

"The change at Crewe, to add new connections between HS2 and the West Coast Main Line there, strengthens the argument to cancel the HS2 Golborne Link (Golborne Spur)."

Member of the public

"The proposed connection at Crewe, together with other proposals in relation to the Crewe Hub Station, will allow HS2 trains full access to the West Coast Main Line north of Crewe...This will mean the HS2 Golborne Spur or Link, between the HS2 Manchester line at Hoo Green and the West Coast Main Line at Bamfurlong near Golborne, is no longer needed and a major cost saving can be made by cancelling it."

Culcheth and Glazebury Parish Council

Other comments included the perceived lack of clarity or ambiguity in the description of the proposal and the need for an environmental impact assessment.

5 Design of Crewe North Rolling Stock Depot

5.1 Summary of proposed change

The current design (as set out in the working draft Environmental Statement) includes a RSD north of Crewe between the A530 Nantwich Road and the WCML near Wimboldsley. The Crewe North RSD would occupy an area of approximately 60 hectares and contain facilities including stabling yards where trains would be stabled overnight, offices and maintenance sheds. The Crewe North RSD would serve as the operation and maintenance hub for rolling stock on the Western Leg. Activities undertaken at the depot would include light and heavy maintenance, train servicing and interior and exterior cleaning.

Since the working draft Environmental Statement, further assessment, changes to assumptions about the availability of stabling sites on the existing railway network and changes to assumed train service patterns on the Western Leg, have shown more space would be required at Crewe North RSD to stable and maintain the number of trains required to reliably operate the HS2 network. The potential inclusion of the CNC and a satellite Infrastructure Maintenance Base-Rail (IMB-R) to the south of the depot, means that the rail connections to and from Crewe North RSD would also need to be revised.

It is proposed that the size of the RSD would increase from approximately 60 hectares to 65 hectares to support the stabling and maintenance of trains. To connect the Crewe North RSD to the WCML and HS2, changes would be made to the proposed layout of the depot connections. The southbound HS2 tracks into the depot would be carried over the Shropshire Union Canal on a viaduct up to 7.8m high. A box structure (Middlewich Box Structure) that would take the southern reception tracks beneath the HS2 main line and the CNC into the depot would also be included. The proposed satellite IMB-R, consisting of two 800m sidings, would be included in the design of the scheme just to the south of the main part of the Crewe North RSD. Trains would enter/leave the IMB-R via the depot run-around road and reception tracks.

The IMB-R would be used to stable maintenance trains during the day before they are used to carry out maintenance activities along the route during the planned maintenance window for the railway (between the hours of 24:00–05:00 Monday to Saturday and 24:00–08:00 on Sundays). This smaller satellite IMB-R would work in conjunction with the main IMB-R for the Western Leg at Stone on Phase 2a of HS2. Maintenance activities would be planned and managed from Stone, where maintenance trains would be loaded and dispatched to satellite IMB-Rs at the Crewe North RSD and Ashley. From Crewe North and Ashley, maintenance trains would then be more conveniently placed to make effective use of planned maintenance windows. It is also proposed that in the construction phase, there would be four temporary construction sidings for loading and stabling wagons and one reception line connected to the WCML. These construction sidings would facilitate the removal of surplus material from Crewe tunnel via rail, avoiding the need to remove this material via the local road network.

5.2 Question wording

The question asked was as follows:

What are your comments on the revised proposal for the Crewe North Rolling Stock Depot and the inclusion of an IMB-R at the site?

5.3 Summary of responses received

There were 55 respondents who provided comments about the Crewe North RSD. Comments were received from 29 members of the public and 26 organisations. There were 15 respondents who expressed support for the proposal, and 24 who were opposed to it. There were also 29 respondents who raised concerns about the proposal without necessarily being opposed outright, and 26 respondents who made suggestions. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Out of the 15 respondents who expressed support for the proposed change, some respondents provided general supportive comments for the RSD (8), support for its location (2) or conditional support (2). Similarly, there were general supportive comments for the IMB-R (2), support for its location (1) and conditional support (3). Table 5.1 provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 5.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Socio-economic	5	Of those who supported the proposed change for socio-economic reasons, this included comments that it would enable an increase in local jobs and business opportunities, reduce land-take, and that it provides better value for money.
Traffic and transport – rail	5	Respondents supported the proposal because of the potential for improved connectivity to the North-West of England; enable integration with NPR; and, allow for better rolling stock utilization.
Environment, ecology and biodiversity	1	It was thought that there would be environmental benefits resulting from the proposed change, including tree planting and creation of grassland habitats.
Community	1	It was believed that local communities would benefit from the proposal change.
Traffic and transport – road	1	It was thought that the proposed change would support improvement to the A530 road.

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

“Support the Crewe North Rolling Stock Depot, and Maintenance Base, and bringing jobs to the area.”

Member of the public

“The Crewe North rolling stock depot is the principal train maintenance facility for the western leg of HS2 Phase 2b. It could potentially be used for NPR trains in the future. It is therefore an integral part of Phase 2b without which the planned service pattern cannot be operated. We therefore support these proposals.”

Transport for the North

“Crewe area has a strong railway and engineering base of labour and experience. It also has a long history of train crew-based activities, planning and scheduling. Crewe needs this RSD. An RSD would provide overnight stabling, light servicing and cleaning bringing further employment to Crewe.”

Crewe Town Council

Similarly, Cheshire East Council, the Crewe Branch of the Associated Society of Locomotive Engineers and Firemen (ASLEF) and The Liverpool City Region Combined Authority expressed support for the proposed change due to its potential for increasing job opportunities.

Reasons for opposition to the proposed change

Out of the 24 respondents who expressed opposition to the proposed change, some respondents provided general opposing comments to the RSD (11) and/or IMB-R (7) , while some provided specific reasons for opposing the proposal. Table 5.2 provides a breakdown of the number of respondents who opposed the proposed change by theme, along with their reasons.

Table 5.2: Reasons for opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	14	Respondents were opposed to the proposed change because they believed that it would cause disruption to villages, such as Wimboldsley, including local primary schools and impacts upon house values.
Socio-economic	13	Of those who opposed the proposed change for socio-economic reasons, this included comments that the cost of the proposal was too expensive, that it was removing land from other potential uses and that it would negatively impact local jobs or businesses.
Environment, ecology and biodiversity	11	Respondents were opposed to the proposed change due to perceived impacts upon biodiversity,

		including specific habitats deemed to be at risk such as woodlands and rivers.
Landscape and visual	10	Of those who opposed the proposed change for landscape and visual reasons, comments included those who believed that it would negatively impact on views, green space and the character of the local countryside, in addition to concerns about tree planting and light pollution.
Noise and vibration	10	Respondents were opposed to the proposed change because they believed that noise and vibration would increase and disrupt local communities.
Agriculture	7	Respondents were opposed to the proposed change because they believed that it would negatively impact farms and agricultural land.
Land quality	7	Of those who opposed the proposed change due to land quality, this included comments on the risk of subsidence or instability, including the Cheshire salt plains.
Water resources and flood risk	7	Respondents were opposed to the proposed change because of concerns around flood risk and wastewater management.
Traffic and transport - rail	5	Respondents opposed the proposal as they believed that there was no longer demand for the depot/IMB-R, in addition to concerns that there is insufficient infrastructure to support the proposed change.
Air quality	3	It was thought that the proposed change could lead to an increase of dust and pollution.
Health and quality of life	3	It was thought that the proposed change could impact people's health and/or quality of life.
Traffic and transport – road	2	It was thought that the proposed change could increase traffic congestion, including the impact of construction traffic on local roads.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"The current mitigations offered do not address the huge challenges the school and families face, the children's right to safe access in - out of school and for this level of pollution in its many forms to impact their entire primary school life."

Member of the public

"I do not support this...this would be the biggest waste of money as well as a huge loss of land for no reason."

Member of the public

"The RSD will obliterate a large part of the rural village of Wimboldsley and its expansion from 60 ha to 65 ha (160 acres) will increase the damage to the local environment through loss of woods, hedges and agricultural land."

Stanthorne and Wimboldsley Parish Council

Concerns raised

There were 29 respondents who raised concerns about the proposed change. The main reasons for concern were comments about increased traffic congestion as a result of the proposal (18); impacts on biodiversity, wildlife, and habitats (13) such as woodlands and wetlands; noise and vibration (12), particularly during construction; and, impacts on the landscape and views (9).

"I am concerned that HS2 has not made sufficient provision to minimise traffic movements and disruption during the construction process, and has not taken account of the considerable effect on local residents."

Member of the public

"The revised plans put forward take a much increased land area for the rolling stock depot, which is unacceptable given the proximity of historic woodlands at Wimboldsley wood."

Member of the public

Looking at specific examples from organisations who expressed concerns about the proposed change, this included a response from Sustrans who were concerned about impacts of the proposal on the public rights of way, and Inland Waterways Association who were concerned about impacts on canal users.

"Plan CT-05-309-L1 shows that public footpath Wimboldsley 1/1 would be removed from the public rights of way network from the canal bridge back towards the Rolling Stock Depot...The closure of this PRow without establishing a suitable new or realigned route will sever the traffic-free section of NCN 5 which acts as an important local route for users travelling between Middlewich – Winsford."

Sustrans

"The RSD will be a 24-hour operation and there will be late evening and early morning train movements into and out from the depot across the canal viaducts outside the normal operating hours of the HS2 main line, as well as overnight maintenance train movements from the addition of the IMB-R. These this will further increase the noise impacts on the canal and its users."

Inland Waterways Association

Suggestions

There were 26 respondents who made suggestions about the proposed change. A number of suggestions were made, including relocating the depot to somewhere industrial or 'brownfield' land, such as Basford rail yard; mitigation for noise and vibration; mitigation for traffic impacts; and, mitigation for biodiversity and habitats.

"In the consultation, there is reference to the used of 'Brown field' sites, with all the brown field land at the Basford Railyards, south of Crewe, why has this been ignored as a location for the proposed RSD? "

Member of the public

"In relation to road closures, realignments and other associated works in the area, HS2 needs to engage with the local authority to mitigate impacts to the road network, particularly at school pick-up and drop-off times."

Wimboldsley Primary School

Natural England and the Forestry Commission specifically highlighted the need to mitigate Wimboldsley Wood SSSI, among other habitats.

"Wimboldsley Woods is an ancient semi-natural woodland and is designated as a Site of Special Scientific Interest (SSSI)... This woodland should be suitably buffered from the proposed works to minimise indirect impacts from both the construction and operation of the depot."

Forestry Commission

Other comments

There were 25 respondents who made other comments about the proposed change. These comments included the perceived lack of clarity or ambiguity in the description of the proposal and the need for an environmental impact assessment.

"Further information is required of the impacts on services using the West Coast Main Line (WCML) from the construction and subsequent operation of the rolling stock depot and of HS2."

Cheshire West and Chester Council

"Based on the level of information shared in the DRC document, we are unable to confirm support to the increase in size of this rolling stock depot....HS2 Ltd needs to demonstrate that the traffic impacts on the SRN relating to the operation of the Crewe North RSD and IMB-R from higher volumes of worker traffic accessing these facilities will not exceed available capacity on the SRN and at SRN junctions."

Highways England

6. Design of Manchester Airport High Speed station

6.1 Summary of proposed change

In the current design, Manchester Airport High Speed station would occupy land to the west of junctions 5 and 6 of the M56 and Manchester Airport. The station building would be up to 68m wide, 20m high and up to 448m in length. The station concourse would be at ground level immediately above two below-ground platforms and two through lines, which would be in a cutting up to 17m deep and up to 50m wide. As an intermodal interchange station, Manchester Airport High Speed station would also include provision for Metrolink platforms to the north of the station, taxi drop off and pick up bays, private car drop-off and pick-up bays, bus and coach parking bays.

The Minister of State is minded to change the design of Manchester Airport High Speed station to provide for NPR, and to improve connectivity for passengers between HS2, Metrolink and NPR services. The main proposed changes to the design around Manchester Airport High Speed are:

- increasing the number of platforms at the station from two to four and widening the railway cutting to accommodate these;
- raising the vertical alignment of the railway in this area, reducing the depth of the cutting at the station;
- raising the height of the station forecourt on both the eastern and western sides of the station;
- increasing the overall number of car parking spaces at the station and adding further car parking on the western side of the station;
- moving the station platforms 60m to the north to integrate HS2 better with any future extension of Metrolink; and
- including a viaduct structure at the northern end of the station to accommodate a future Metrolink stop.

6.2 Question wording

The question asked was as follows:

What are your comments on the proposed changes to the design of Manchester Airport High Speed station?

6.3 Summary of responses received

There were 63 respondents who provided comments about the proposed changes to the design of Manchester Airport High Speed. Comments were received from 29 members of the public and 34 organisations.

There were 24 respondents who expressed support for the proposal, and 25 who were opposed to it. There were also 40 respondents who raised concerns about the proposal without necessarily being opposed outright, and also 40 respondents who made suggestions. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Out of the 63 respondents who expressed support for the proposed change, some respondents provided general supportive comments for design of Manchester Airport station (9), support for its location (3), conditional support (5), and support for specific aspects of the design such as the additional platforms (13), western entrance to the station (1) and multiple-level design (1). In addition, the following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 6.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Traffic and transport – rail	19	Respondents supported the proposal because of the potential for improved capacity and connectivity, with other train services and Metrolink; improved journey times; and, future-proofing the network to allow growth, such as integration with NPR.
Traffic and transport – road	5	Respondents supported the proposal due to improved accessibility by road, such as through park and ride services.
Community	4	Respondents supported the proposal due to general perceptions of potential benefits to local people and communities.
Socio-economic	4	Of those who supported the proposed change for socio-economic reasons, this included comments that it would enable an increase in local jobs and business opportunities including global investment, and that it would reduce land-take.

The following quotations are examples of comments made in support of the proposed change as detailed in the above table:

"The Combined Authority supports the changes to the design of Manchester High Speed station, particularly as part of our commitment to realising the full ambition for the Northern Powerhouse Rail network. Enabling proposed Northern Powerhouse Rail services to stop at the Airport station will fulfil the Conditional Output journey time of thirty minutes between Liverpool and Manchester Airport, with at least four services per hour in each direction."

Liverpool City Region Combined Authority

"I have often thought that a weakness of HS2 is the integration with the wider network. Therefore, I am pleased at these changes, particularly the addition of new platforms, and accommodating a future Metrolink station."

Member of the public

"We fully support this proposal as Manchester Airport will be an important node point on the Northern Powerhouse Rail network and requires adequate platform space."

20 Miles More

Reasons for opposition to the proposed change

Out of the 25 respondents who expressed opposition to the proposed change, some respondents provided general opposing comments to the proposal (12), and some provided specific reasons. The following table provides a breakdown of the number of respondents who opposed the proposed change by theme, along with their reasons.

Table 6.2: Reasons for opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Traffic and transport – rail	13	Respondents opposed the proposal as they believed that the station was too far from the airport buildings, that there was no longer demand for services to this station, and that it would not increase capacity for services, including future NPR services.
Socio-economic	10	Of those who opposed the proposed change for socio-economic reasons, this included comments that the cost of the proposal was too expensive and that it was using land that could have been utilised for future development.
Community	6	Respondents were opposed to the proposed change because they believed that it would cause disruption to local communities, such impacts upon house values.
Environment, ecology and biodiversity	6	Respondents were opposed to the proposed change due to perceived impacts upon biodiversity, including specific habitats deemed to be at risk such as woodlands and rivers.

Landscape and visual	6	Of those who opposed the proposed change for landscape and visual reasons, comments included those who believed that it would negatively impact on views, green space and the character of the local countryside.
Traffic and transport – road	5	Respondents opposed the proposal as they believed that it would increase congestion on local roads, including the HGV/excavated material movement during the construction phase.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"I don't see how the location of Manchester Airport station meets any of the user needs. It is a mile away from the actual airport. No one wants to need an additional bus/metro connection to get to the airport."

Member of the public

"There has been a significant change to the safeguarding area around the proposed area. This is going to create a huge disruption to the surroundings and natural resources."

Member of the public

Looking at specific examples from organisations who opposed the proposed change, this included:

"The provision of NPR services will create further pressure on M56 Junction 6, the sole proposed access into the station. Highways England remains concerned about the ability of this junction to perform efficiently with baseline traffic levels, HS2 traffic and the addition of NPR traffic, which will further increase that pressure."

Highways England

"The proposed airport station site is cramped, occupies green space in an already developed area and will require the reconstruction of one of the busiest motorway junctions in the UK that is the main artery to the largest economic cluster in the North"

Gately Hammer, on behalf of the Tatton Estate

Concerns raised

There were 40 respondents who raised concerns about the proposed change. Such concerns included: comments about perceived impacts on biodiversity, wildlife, and habitats (18) such as woodlands and waterways; impacts on the landscape and views (14); potential impacts upon local communities (12), particularly during construction; road transport (12) including congestion and availability of car parking; impacts upon rail transport (10) including integration with Metrolink; socio-economic impacts (7); noise and vibration (6); loss of through/non-stopping services (6); and, lack of drainage and flood risk (6).

"The proposed increase in height of the station and its buildings is detrimental to the surroundings. The mock photo showing a grid plantation of saplings to modify the outlook is insulting given the loss to the environment of more vegetation from the SSI [SBI] in Davenport Green Wood"

Member of the public

"The visual impact of the new design is substantial...it would now also be up to 30m above the existing ground level, which is 10m higher than the working draft Environmental Statement design and 32m wider."

Member of the public

Looking at specific examples from organisations who expressed concerns about the proposed change, this included Altrincham and Bowden Civic Society, and the Environment Agency.

"The changes in the depth of the cutting approaching the Airport Station from the south east are a concern. This will be a very wide gouge into the landscape. There will be substantial loss of mature trees and habitat for wildlife."

Altrincham and Bowden Civic Society

"The redesign and shift in location of Manchester Airport High Speed Station will have likely impacts on groundwater, WFD status, habitats, with further impacts on Timperley Brook. Additional land is to be taken from Davenport Green Wood, a Site of Special Biological Interest (SBI)."

Environment Agency

Suggestions

There were 40 respondents who made suggestions about the proposed change. A number of suggestions were made, including: using existing infrastructure should be used to realise the proposed change; minimising impact of construction disruption, such as through removing excavated material via rail or conveyor; minimising impact of noise; minimising impact upon biodiversity, including woodlands, on local communities, on local businesses, and on the landscape; improving accessibility, for pedestrians, cyclists, via the pedestrian transfer system and via Metrolink; and, aligning the proposal with local organisations' objectives.

Looking at specific suggestions from organisations, these included:

"It is essential that the construction programme and methodology aims to minimise the impact on communities, businesses and transport modes both across the region, and specifically Stockport."

Stockport Metropolitan Borough Council

"We believe that the car parks could and should be at least partly built underground to minimise the above ground visibility of these structures that are entirely out of keeping with the surrounding Hale Barns area."

Hale Barns Resident Group

"The Metrolink connection to and from Manchester Airport High Speed station should be constructed by HS2 Ltd and should be operational from day one of the opening of HS2 services. Commencement of HS2 services without fully integrated public transport connections to the station would not only go against the principles of sustainable development."

Trafford Council

Another specific suggestion raised by the Greater Manchester Combined Authority (GMCA), Manchester Airports Group, Manchester City Council and Trafford Council, was that the station should integrate with the nearby Timperley Wedge development site.

Other comments

There were 24 respondents who made other comments about the proposed change. These comments included the perceived lack of clarity or ambiguity in the description of the proposal and the need for an environmental impact assessment.

7 Road network around Manchester Airport High Speed Station

7.1 Summary of proposed change

The working draft Environmental Statement shows a station access road on the eastern side of Manchester Airport High Speed station, connecting to the M56 junction 6/A538 Hale Road roundabout. However, further assessment and engagement with stakeholders has demonstrated the need to make several additional modifications to the roads in this area.

The Minister of State is minded to improve the future road network around the station. Hale Road and Hasty Lane would be realigned to accommodate the predicted increase in vehicle numbers generated by HS2 and to provide a second access into Manchester Airport High Speed station. This new access would serve the western side of the station providing access to car parks, car pick up and drop offs and a public transport interchange.

Improvements would be made to junction 6 of the M56 to provide increased capacity. An additional five-lane underbridge below the M56 would be added to the proposed design to manage the predicted traffic volumes and provide improved access under the M56 for pedestrians and cyclists.

Thorley Lane would be aligned across HS2 via a new overbridge and would provide priority access to the station for public transport, emergency vehicles and non-motorised users only. Further, in this design, increased clearance has been created between HS2 works and the M56 to leave room for potential future highways expansion by Highways England.

7.2 Question wording

The question asked was as follows:

What are your comments on the proposed changes to the road network around the new Manchester Airport High Speed station?

7.3 Summary of responses received

There were 46 respondents who provided comments about the proposed changes to the road network around the new Manchester Airport High Speed station. Comments were received from 22 members of the public and 24 organisations.

In total, six respondents expressed support for the proposal, and 22 opposed to it. There were also 29 respondents who raised concerns about the proposal without necessarily being opposed outright, and 30 respondents who made suggestions. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

In addition to the small number of general supportive comments for the proposal (2), the following table provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 7.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Traffic and transport – rail	3	A small number of respondents were supportive of the proposed change due to the potential for increased access to the airport, and enabling future integration with NPR.
Traffic and transport – road	1	It was thought that the proposed change could increase capacity on the M56 motorway.

The following quotation is an example of comments made in support of the proposed change as detailed in the above table:

“RLAM is broadly supportive of the proposed realignment of Hasty Lane as it would enable pedestrian and cycle connectivity to be maintained and provide additional resilience and potentially reduce the demands on the other two crossings (i.e. Hale Road and Thorley Lane).”

Royal London Asset Management

Reasons for opposition to the proposed change

Out of the 22 respondents who expressed opposition to the proposed change, some respondents provided general comments of opposition to the proposal (11), and the following table provides a breakdown of the number of respondents who opposed the proposed change for specific reasons, by theme, along with their reasons.

Table 7.2 Reasons for opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Traffic and transport – road	16	Respondents opposed the proposal as they believed that it would increase congestion on local roads, particularly during construction, including specific roads such as Brooks Drive, Castle Mill Lane, Runger Lane and Thorley Lane.
Community	5	Respondents were opposed to the proposed change because they believed that it would cause disruption to local communities, both during construction and after due to perceived impacts such as changes to house values, loss of privacy, displacement of households and disruption to leisure facilities.

Socio-economic	5	Of those who opposed the proposed change for socio-economic reasons, this included comments that it is using land that could be utilised for future development, that the cost of the proposal was too expensive; that local jobs and businesses could be negatively impacted, including road access; and that local infrastructure would be damaged.
Environment, Ecology and Biodiversity	4	Respondents were opposed to the proposed change due to perceived impacts upon biodiversity, including specific habitats deemed to be at risk such as woodlands and rivers, in addition to comments stating that the change would increase carbon emissions
Air quality	2	It was thought that the proposed change could have a detrimental impact on local air quality, including increased dust.
Health and quality of life	2	There was opposition to the proposed change on health grounds, and that people's well-being could be negatively affected.
Noise and vibration	1	It was believed that the proposed change could lead to increased noise in the local area.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"The road alignment would increase the speed of traffic on Castle Mill Lane which is already a notorious spot for accidents in the area.."

Member of the public

"The spoil is to be removed by lorries along Runger Lane and onto the M56 and presumably these lorries will return the same way. This will add to congestion"

Member of the public

Looking at specific examples from organisations who oppose the proposed change, this included:

"Highways England strongly opposes the proposed amendments to the road network around the new Manchester Airport High Speed Station which form the subject of this consultation. We recognise that the proposed highways modifications are a step change from the previously proposed modifications, however, the changes do not go far enough in mitigating the impacts of the SRN caused by the demand for access to the station."

Highways England

"More land will be taken from Timperley Brook and ancient woodland at Davenport Green Wood, which is identified as a Greater Manchester Site of Biological Interest (Local Wildlife Site) as it is an ancient woodland. Ancient woodlands are irreplaceable and part of this woodland would already be destroyed by the existing proposals: these revised proposals would lead to additional destruction of this ancient woodland habitat. Consequently, we cannot support them."

The Wildlife Trust for Lancashire Manchester & North Merseyside

Concerns raised

There were 29 respondents who raised concerns about the proposed change. The main reasons for concern were: around road transport (26), particularly the risk of increased congestion, impacts on access, impacts on junctions 5 and 6 of the M56 motorway, and impacts on Hale Road; impacts upon local communities (6); risk of ineffective integration with Northern Powerhouse integration (5); poor air quality, dust, and pollution (5); and, impacts upon biodiversity and habitats, such as woods (5).

"Hale Road is already very busy and making part of it one way will cause disruption to residents."

Member of the public

"Although capacity improvements at Junction 6 of the M56 would be welcome, the current HS2 proposals may not be the optimal solution. It is important any HS2 proposals form part of a holistic package of improvements to the road network (which may also include improvements to Junction 5 of the M56) to accommodate traffic growth from HS2, NPR and local development."

Transport for the North

"There is concern that the works proposed to Junction 6 will mean that the junction is operating at full capacity from the outset and will be unable to accommodate any future demand. We are also concerned about the scale and environmental impact of the large gyratory design and the adequacy of pedestrian and cycling connectivity."

Manchester City Council

GMCA and Trafford Council raised a number of specific concerns including the use of Runger Lane and Thorley Lane as construction routes, and the potential impact of this upon motorists trying to reach the airport.

Suggestions

There were 30 respondents who made suggestions about the proposed change. A number of suggestions were made, which include: accommodating future demand, such as from NPR traffic, current/proposed development sites, and growth of the airport; encouraging pedestrians, cyclists, and public transport use; minimising impact on trees and woodlands; minimising impact on congestion on

the M56 motorway; minimising the impact of construction traffic; and, improving compensation to those affected by the proposal.

Looking at specific suggestions from organisations, these included:

"It is important that the highway design takes proper account of present traffic levels, existing key development areas and proposed development sites. The HS2 highway solution must be considered as an integrated solution, and not one in isolation."

Manchester Airports Group

"Given the additional traffic volume and use of HGVs in the project, Sustrans would urge that the on-road section of NCN 85 along Thorley Lane is provided with safe, traffic-free cycling provision that conforms to the latest LTN 1/20 standards."

Sustrans

"There is no footway along Thorley Lane when approaching the proposed station site from the west, and a footway along Thorley Lane east of the proposed station is on the wrong side of the road to provide easy access to the station. As part of the development, convenient pedestrian access along Thorley Lane should be provided from both directions, preferably segregated from the road itself."

Peak and Northern Footpaths Society

Organisations also highlighted specific habitats which they believe needs further mitigation, such as Davenport Green Wood, by the National Trust and the Forestry Commission, and Cotterill Clough SSSI by Natural England.

Other comments

There were 17 respondents who made other comments about the proposed change, mostly comments about the perceived lack of clarity or ambiguity in the description of the proposal and the need for further information. For example, the GMCA, Stockport Metropolitan Borough Council and Trafford Council requested further information on traffic modelling.

"SMBC has not been given access to any traffic modelling information that shows the potential impacts of the proposed changes and we are therefore unclear as to whether there are any potential implications for the wider route network including those running through Stockport to Manchester Airport (including the M60 and the A555)."

Stockport Metropolitan Borough Council

8 Additional platforms at Manchester Piccadilly High Speed Station

8.1 Summary of proposed change

In the current design Manchester Piccadilly High Speed station would be a terminus station occupying land from St Andrews Street in the east, to Ducie Street in the west, and joined to the existing Manchester Piccadilly station. Manchester Piccadilly High Speed station would be approximately 445m in length and approximately 50m in width. The platforms would be arranged with one island platform and two edge platforms for further details.

As part of future-proofing the HS2 network for NPR services, the Minister of State is minded to increase the number of platforms at Manchester Piccadilly High Speed station and change their configuration. To accommodate the proposed number of HS2 and NPR services, the platform layout would be arranged with three island platforms, increasing the number of platforms at Manchester Piccadilly High Speed station from four to six.

8.2 Question wording

The question asked was as follows:

What are your comments on the inclusion of two additional platforms into the design of Manchester Piccadilly High Speed station?

8.3 Summary of responses received

There were 53 respondents who provided comments about the proposal to include two additional platforms into the design of Manchester Piccadilly High Speed station. Comments were received from 24 members of the public and 29 organisations.

Overall, 27 respondents expressed positive comments in support of the proposal, and 13 respondents provided negative comments in opposition to it. Over half (29) of those who provided comments raised concerns about the proposal, without necessarily opposing it outright. Furthermore, around half (27) of those who provided comments made suggestions about the proposal. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Comments provided in support of the proposed change at Manchester Piccadilly High Speed station included a view that it could benefit local transport infrastructure, and that it could help facilitate the integration of HS2 services with NPR; that it could help futureproof the railway network by creating additional rail capacity; and that there could also be benefits for local communities, and for the local economy across Greater Manchester through job creation and increased businesses opportunities.

However, of those who provided supportive comments for the proposal, seven stated that such support was conditional, dependent upon certain conditions being met. For example, that the proposal would be supported provided there would be minimal impact on local communities and/or local businesses; and a view that while supported in principle, it would be better to build an underground through-station to accommodate NPR services; or that more clarity was needed on service propositions, particularly in relation to NPR and TransPennine services.

Table 8.1 provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support. Not all of those who provided supportive comments provided reasons for such support.

Table 8.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Transport – rail services	13	The main comments provided in support of the proposal were that it would benefit the future integration of NPR, and that it would increase rail capacity.
Socio-economic	3	Both of those who provided comments about this theme believed that the proposal would bring benefits to the local economy and businesses, and that there would be increased employment opportunities for local residents.
Community	2	It was believed that the proposal would benefit Manchester residents, as well as local communities in towns and villages across Greater Manchester.

The following quotations are examples of comments from members of the public in support of the proposed change at Manchester Piccadilly station:

"I fully support this proposed change - extra platforms provide room for growth of services and for recovery during incidents"

Member of the public

" I do support the addition of two new platforms, as more generally I strongly support Northern Powerhouse Rail."

Member of the public

Looking specifically at examples of supportive comments received from organisations, this included from Westcroft Community Centre who believed that the proposal would help to future-proof the development of HS2 services. Network Rail welcomed the proposal as in its opinion, it would help facilitate NPR services and integrated passenger services.

"We welcome the concept of a single transport interchange for passenger users integrated into the city environment. This will accommodate future Northern Powerhouse Rail (NPR) services and enable further integration between HS2 and NPR as we continue to progress an integrated service for passengers".

Network Rail

Reasons for opposition to the proposed change

There were 13 respondents who provided opposing comments about the proposal. Table 8.2 provides a breakdown of the number of respondents who provided opposing comments by key theme, and reasons given for such opposition. Not all of those who provided opposing comments provided reasons for such opposition.

Table 8.2: Reasons for opposing of the proposed change

Theme	Number of respondents	Reasons given in support
Transport – rail services	8	The majority of those who made opposing comments about the proposal did so because it would result in an end station rather than a through station.
Community	4	There were opposing comments about how local communities could be impacted, including adverse impacts during the construction phase (2 comments), or in general (2 comments).
Socio-economic	2	Both respondents provided comments in opposition to the proposal because of a belief that it would take up additional land, with negative consequences for local businesses.

The following quotations are examples of comments from members of the public in opposition to the proposed change at Manchester Piccadilly station:

"...while I agree that Northern Powerhouse Rail services should be accommodated in full, I do not agree with the proposed approach for achieving this...the plans are far from optimal for operation of Northern Powerhouse Rail services between Liverpool, Manchester and Leeds....the proposal for terminal platforms would...be a hindrance to these services, since trains would have to reverse with the driver having to change ends..."

Member of the public

"I'm not supportive of the current design, as it isn't clear why NPR services won't be able to make use of existing platforms (e.g. 13 and 14) in the existing Piccadilly station."

Member of the public

"Chaos during construction. Will be a nightmare!"

Member of the public

Looking specifically at responses from organisations, those who were opposed the proposal (or at the very least who raised significant concerns) included from:

- Manchester City Council – while the Council was particularly welcoming of the inclusion of NPR integration into the design, it raised issues associated with the design and stated that it could not support the proposals at Manchester Piccadilly (and Manchester Airport) due to a number of unresolved issues. These issues included a view that the surface terminus station at Manchester Piccadilly would not provide the right solution to offer the level of reliability and resilience needed to effectively support the wider high speed network, and that it would undermine delivery of the place-making and economic growth agenda set out in the Piccadilly Strategic Regeneration Framework (SRF)⁴ and the Greater Manchester HS2 and NPR Growth Strategy, which in the view on the Council would contradict HS2 Ltd's objectives of encouraging economic regeneration and rebalancing of the UK economy.

"The proposals to integrate NPR into the HS2 scheme are welcome. However, there are issues associated with the proposed designs, which HS2 Ltd. needs to address, which at present MCC and GM partners cannot support..."

Manchester City Council

- GMCA provided a similar response to Manchester City Council's response, and stated it had "fundamental concerns" about the proposal in terms of capacity, reliability and resilience, customer experience, future proofing, and regeneration and economic growth. The Council stated that such concerns lead it to believe that the surface terminus station as currently proposed would not provide the right solution of reliability, resilience or scope for growth in services to support the future GM network. The Council also stated that it expected a collaborative approach with HS2 Ltd and the Department of Transport (DfT) working with Manchester City Council, Transport for Greater Manchester (TfGM) and Transport for the North (TfN) at each step of the process before decisions are made. GMCA also stated that such work would need to conclude as quickly as possible, and ideally to enable it to be included as an Additional Provision within the hybrid Bill.
- Trafford Council stated it supported the GMCA and Manchester City Council response.

Concerns raised

While respondents were asked to indicate whether or not they supported the proposed change, it was clear that while some were opposed outright, those who did provide negative comments were more

⁴ Greater Manchester authorities have developed the Piccadilly Strategic Regeneration Framework (SRF) to plan a new district for Manchester based on the connectivity provided by HS2 and NPR.

likely to raise concerns rather than to oppose the proposal outright. In total there were 29 respondents who raised concerns, and this included seven members of the public and 22 organisations.

A number of different concerns were raised with 16 respondents providing comments about transport issues. Concerns were raised about how HS2 could be integrated with conventional rail services, including NPR, and how rail capacity might be negatively affected as a result of the proposal.

There were also seven respondents who were concerned about socio-economic aspects of the proposal. Those who made comments about this theme thought that local businesses might be impacted, including during the construction phase of the development.

Six respondents raised concerns about how road traffic could be negatively affected. It was believed that the proposal could have implications for local road traffic including increased traffic congestion during construction, and loss of local parking facilities.

Other concerns included how the local community could be affected (4); concerns about how the local historic environment could be impacted (3); concern about negative impacts on the local environment (2); worry about how water resources and food risk (2); and noise issues associated with the proposed works (1).

The following quotations are examples of comments from members of the public who raised concerns about the proposed change at Manchester Piccadilly High Speed station.

"The new proposal also widens the station, increasing the negative impact on nearby residential properties."

Member of the public

"Whilst I am in favour of two extra platforms, the whole design needs changing to a through station connecting by tunnel to north Manchester and the NPR to Leeds. A terminal station is pointless...by having both NPR trains, some HS2 trains from the midlands through Manchester to Leeds and beyond, a larger market would be served and there should also be capacity for some more local trains under Manchester."

Member of the public

Looking at specific examples of concerns raised from organisations, this included comments from:

- Expedition Engineering was concerned about how the additional platforms at Manchester Piccadilly station could limit capacity to accommodate future TransPennine NPR train services passing through Manchester, and as such in its opinion compromise the future potential benefits of such services.
- A local business was concerned that it would be impacted with the loss of a car park on safeguarded land could result in fewer customers, as well as negatively affecting access to a service yard at its premises.

"...(our) trading position will be further impacted with the loss of the car park which is safeguarded land. The car park comprises customer parking, as well as a service yard."

Local business

- Liverpool City Region Combined Authority mentioned that the proposed changes at Manchester Piccadilly (as well as Manchester Airport and also at Crewe) would contribute towards improved rail connectivity for Liverpool City Region, but that its ambition was much larger and therefore it believed that much wider investment across the rail network would be required to deliver the full potential of the Northern Powerhouse. It continued by stating that it had a number of concerns, particularly as it did not believe the changes would meet with the ambition for transformation held by authorities and stakeholders across the North of England.

Recent discussions within the NPR programme have suggested that provision for six trains per hour between Liverpool and Manchester will be required on HS2 infrastructure, which is not recognised as part of this proposed change. Further, we fully support the ambitions of our neighbours in Greater Manchester for an underground through station to be located at Piccadilly. The scale and duration of construction for the proposed infrastructure is such that we fully believe that 'future proofing' will not be enough to fully realise the potential for transformation in the North of England, for which Central Manchester is a key node of the much wider transport network.

Liverpool City Region Combined Authority

- Scottish Association for Public Transport believed that the design of Manchester Piccadilly High Speed station would need more consideration. The organisation raised concerns about having an end station

"...dead-end terminal stations in major cities have in the past proved ultimately to be bad ideas, blocking any future possibility of onward operation. The Glasgow Central terminus has been an impediment to train routing across the west of Scotland for well over a century...future options for the West Coast route should not be ruled out by designing a new dead-end terminus station in Manchester that precludes future through running".

Scottish Association for Public Transport

- 20 Miles More was supportive of the proposal, but questioned if a 50% increase in platform space would be adequate to meet demand.

Suggestions

There were 27 respondents who made suggestions about the proposal. A number of suggestions were made, including comments that the additional platforms should be built underground rather than over ground to facilitate NPR through services, as well as helping to alleviate congestion on the rail network (10); that HS2 should build more than two new additional platforms (4); that there should be more focus on connectivity to connect train services from Manchester to other major cities including Liverpool (3),

Leeds (1) and Glasgow (1); and that there should be more focus on usage of conventional rail services (2).

Specific suggestions from organisations included from:

- Canal and River Trust stated that the inclusion of two additional platforms at Piccadilly High Speed station would move the station approximately 60m closer to Ducie Basin, part of the Ashton Canal corridor. The organisation made suggestions about how this could be protected, as well as how a number of other perceived negative impacts such as upon heritage assets and also flood risk should be mitigated.

"Due to the existing land levels here, there is a substantial retaining wall between the Basin and the construction compound. Therefore, any works on this land must not compromise the integrity of this retaining wall. A high-quality protective boundary treatment to the canal basin is required for the duration of the works."

Canal and River Trust

- Inland Waterways Association (IWA) also stated that the proposed major changes to increase the size of Manchester Piccadilly High Speed Station would bring it closer to the Aston Canal, with the main construction compound extending up to the Aston Canal, and road closures and works in the surrounding area further affecting the Ashton Canal and the Rochdale Canal. IWA suggested that the main compound adjoining the Ashton Canal off Store Street should have substantial noise fencing to protect canal users and the canal's habitat. It was also mentioned that other measures to limit construction and operational noise impacts on areas around the station should recognise canal users as 'receptors' in all noise assessments.
- TravelWatch North West suggested having a HS2 West to East orientation through and underground station at Manchester Piccadilly station to enhance connectivity of NPR services between Wales and northern England.

"...we firmly support the concept of a HS2 West – East orientation through an underground station at Piccadilly as advocated by the Mayor of Greater Manchester...this would enable through fast NPR trains between North Wales/Chester, Liverpool, Blackpool, Barrow and Glasgow and a variety of destinations east of the Pennines...such a station would also be the ultimate solution for relieving the congested Castlefield corridor..."

TravelWatch North West

- Historic England suggested that design revisions would need to respond positively to the historic environment, including the Grade II listed building at Manchester Piccadilly station, and associated Grade II listed train shed. In particular, the organisation suggested that the impact of the project on the significance of the undercroft to the existing station will need to be considered fully in the
- Institute of Engineers suggested having a delivery body to aid development of the proposal, and to learn lessons from Euston station on Phase 1 of HS2.

- While TfN stated that it has consistently supported HS2 because it believed HS2 will play a major role in achieving its ambitions and improving the quality of life across the North, it raised a question about Manchester Piccadilly Station, and suggested that the proposals may need to be refined. The organisation also made reference to a study commissioned by Bechtel on what the optimal solution could be. The study was commissioned by Manchester City Council and TfGM, and reportedly highlighted potential limitations of the proposed six platform arrangement at Manchester Piccadilly station in terms of capacity, service reliability, resilience and potential to accommodate further rail growth.

"(Manchester Piccadilly station) does however operate within very tight parameters and accommodating other movements, e.g. empty trains, adds to this. We also note, however, that further refinement of these proposals may be required for some of these NPR scenarios."

Transport for the North

- Stockport Metropolitan Borough Council suggested that capacity constraints on the network in Stockport must be addressed, and that potential increase in capacity at Manchester Piccadilly does not reduce its desire for its own direct HS2 service:

"The network through Stockport is already operating at or beyond capacity, and those capacity constraints must be addressed at the earliest possible point in the construction phase. Furthermore, the potential increase in capacity at Piccadilly in no way changes Stockport's desire for its own direct HS2 service to be delivered by extending the proposed Macclesfield service to Stockport."

Stockport Metropolitan Borough Council

- Highways England supported the principle of modifying the HS2 scheme to make provision for a future NPR network. However, in order to be confident that the changes would not introduce any additional impacts on the Strategic Road Network (SRN), the organisation stated that it would need to see evidence that the change would not result in congestion on the SRN from associated construction traffic. Highways England suggested that should the modelling demonstrate that this change will result in an SRN junction being over capacity, this would need to be mitigated, and appropriate provision made within the hybrid Bill. The organisation also stated that it would expect to see evidence that the increase in service provision resulting from NPR at the station has been included in the operational phase modelling.

"Should this modelling demonstrate an adverse impact on the SRN arising from increased demand when the station is operational, this will need to be mitigated, and appropriate provision made within the hybrid Bill."

Highways England

Other comments

There were 12 respondents who made other comments about the proposal. Most comments (9) were about a need for more information about the proposal and/or that it was unclear as to what the proposal would involve.

"...the Crusader Works development site will be bound on all sides by safeguarded land that will potentially be required during construction of the High Speed Train Station at Manchester Piccadilly. However, it is not clear if the site itself will also be directly affected by this safeguarding designation as the annotations included on the map cover over part of the site boundary."

Zerum Planning Limited of behalf of Capital & Centric (Cinnamon) Limited

There were also two comments about it being a good opportunity to improve the aesthetics of Gateway House⁵, and one comment about a perceived need for an updated environmental impact assessment to assess the impact of the proposal on the environment.

"I am in favour of the overall plans for HS2 my only worry is Gateway House. Its right in the way blocking/hiding the main station for the city. For visitors to the city it is not very welcoming, coming out to the backside of a 1960s office block...this is once in a lifetime opportunity and not to be missed. Please do the right thing and take this opportunity for the city to be proud of a station to welcome people to its city."

Member of the public

Other comments received from organisations included from the Environment Agency that stated that it would work collaboratively to provide advice on required mitigations as a consequence of the proposal.

"The intended two additional platforms and relocation of the Piccadilly Metrolink require a more substantial land take. There is proposed mitigation on the River Medlock and there will be an increase in construction vehicles using roads around the junction in order to build passive provision for the Manchester to Leeds junction, with potentially increased air quality, sound, noise and vibration impacts. We will work closely with Area colleagues and Natural England to provide advice on the mitigation necessary to ensure the proposals brought forward will have minimal impact."

The Environment Agency

While supportive of proposals to deliver HS2 to Manchester Piccadilly, along with associated benefits to Greater Manchester, CBRE on behalf of Ducie Street SARL wanted to ensure that 11 Ducie Street (an office block a short distance away from Manchester Piccadilly) would not unnecessarily be impacted by the re-alignment of HS2 and that the details of the planned highways improvements. The organisation requested that utility works be shared at the earliest opportunity.

⁵ Gateway House is a mixed use building with a hotel and retail

9 Metrolink around Manchester Piccadilly High Speed Station

9.1 Summary of proposed change

At the existing Manchester Piccadilly Station, there is a two-platform Metrolink tram stop at street level in the undercroft of the rail station, next to the short-term Piccadilly Station car park. This stop is referred to as Piccadilly Tram stop. Tram services from Piccadilly Tram stop continue to Ashton and the Etihad Campus in one direction and Altrincham, Bury, Eccles and Media City in the other. In the design for Manchester Piccadilly High Speed Station shown in the working draft Environmental Statement in 2018, HS2 Ltd proposed only minor alterations to the accesses for the existing Piccadilly Tram stop.

To support TfGM's aspirations for enhanced access and provide effective interchange between conventional rail services, High Speed rail services and Metrolink at Manchester Piccadilly Station, several changes are proposed to the layout of Metrolink as it exists today and to the layout shown in the working draft Environmental Statement. TfGM has investigated several alternative designs for Metrolink at Manchester Piccadilly High Speed station. The changes set out here represent their preferred option.

Part of these proposed changes would see the existing Piccadilly Tram stop relocated underground, beneath the new High Speed Station. Piccadilly Tram stop would also change from a two-platform to a four-platform stop. In order to integrate the relocated Piccadilly Tram stop with existing Metrolink tracks, these tracks would be realigned. At the western end of the existing Manchester Piccadilly Station, it is proposed that Metrolink would be realigned from Piccadilly Place across London Road, under Gateway House and Station Approach, across Store Street and underneath the High Speed Station, before calling at the relocated Piccadilly Tram stop. From this relocated Piccadilly Tram stop, Metrolink tracks would run beyond the High Speed Station in a cut-and-cover tunnel to the north east, where it would gradually rise back to ground level between New Sheffield Street and Great Ancoats Street, then re-join the existing Ashton and the Etihad Campus line.

Further, it is proposed that provision is made for another, new, Metrolink stop at the eastern side of the High Speed Station. This new tram stop would be known as Piccadilly Central and would have space for two-platforms. It is proposed that the hybrid Bill for the Western Leg of HS2 includes a spur from the Metrolink tracks beneath the high speed platforms to serve a Piccadilly Central tram stop that would be built in the future.

9.2 Question wording

The question asked was as follows:

What are your comments on the proposed changes to Metrolink around Manchester Piccadilly High Speed station?

9.3 Summary of responses received

There were 38 respondents who provided comments about the proposed changes to Metrolink around Manchester Piccadilly High Speed station. Comments were received from 20 members of the public and 18 organisations.

Just over half (20) of those who provided comments expressed support for the proposal, while fewer respondents (6) provided opposing comments. There were also 10 respondents who raised concerns without necessarily being opposed outright to the proposal, and 11 respondents made suggestions about how the proposal. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

There were 12 comments expressing general support for the proposal. Of those who provided reasons in support of the proposed change, this included comments that it could help to future-proof the rail network (6), and that it could improve network connectivity (4). There were also single comments about how rail capacity could be increased in general, or that it could bring tram capacity in line with capacity at Manchester Victoria station.

The following quotations are examples of comments from members of the public in support of the proposed change.

"Yes, this is absolutely fantastic! The existing platforms at Piccadilly are already quite busy and will only get busier as more and more people use the trams in the coming years. Already there is a case to support another two platforms for Metrolink at Piccadilly and an extra two will be incredibly useful to support the expansion of the system. Four platforms will also bring tram capacity at Piccadilly in line with Victoria."

Member of the public

"Make a lot of sense - the current design is clearly already over capacity and it is only going to grow in future. It also enables more expansion in future such as to my area (Stockport, Romiley, Marple)."

Member of the public

Looking specifically at comments received from organisations, these included supportive comments from:

- TravelWatch NorthWest welcomed any developments to improve interchange between Metrolink and Heavy Rail in Manchester.
- Growth Track 360 mentioned that the proposal had great merit.

"The proposal to improve connectivity between the HS2 Station and the Manchester Metro has great merit."

Growth Track 360

- Westcroft Community Centre approved the proposal because in its opinion it was a “*necessary change*”.
- Network Rail welcomed work completed to date to understand the end state construction and logistics for the proposed Metrolink underground station. The organisation also stated that it would work with TfGM and HS2 Ltd to develop the construction and logistic stage works to ensure the safe operation and maintenance of the existing station is maintained at all times.
- TfN also provided supportive comments about the proposal, and that it supported provision for future extension of the Metrolink network, which in its opinion would improve accessibility of the new high speed station and the proposed HS2/NPR network from East Manchester.
- While GMCA stated that it supported the proposal, it provided detailed comments on the proposal. Such comments included that it would be essential that the construction methodology for the HS2 infrastructure to be focused on limiting disruption to Metrolink operations and its customers; that Gateway House on station approach should be removed; and that there would be an expectation that HS2 Ltd would fund measures required to mitigate the impact of Metrolink as a result of the HS2 programme.

The current HS2 station proposals included in the DRC involves Gateway House (which is located on Station Approach) being retained with the diverted Metrolink tracks being positioned beneath it. The GM Partners have consistently maintained that Gateway House should be removed in order to facilitate an appropriate entrance into the new integrated public transport facility, with sufficient pedestrian access and capacity. The removal of Gateway House is essential to: facilitate the plaza, as identified in the Growth Strategy and SRF, enable the legibility of the HS2 NPR station and connectivity across the city centre, ensure the station provides a gateway to the city and support economic growth. The current HS2 proposals to retain Gateway House are not acceptable and GM Partners feel that they contradict HS2's stated vision to be a catalyst for Growth.”

GMCA

- Manchester City Council was also supportive of the proposal, calling it essential to both the future capacity of the Metrolink system and the experience of passengers. However, the Council also made comments about a need for the Metrolink stop to align with proposals set out in the Piccadilly Strategic Regeneration Framework (SRF) and the Greater Manchester Growth Strategy to enable transformative growth and regeneration of the area. At present, the Council believed that the proposal failed to achieve this objective.
- Zerum on behalf of Capital & Centric (Cinnamon) Ltd stated that their support for the proposal was conditional support.

"Whilst Capital & Centric support the expansion of the Metrolink, prior to any further development of the realignment of the Metrolink consultation with Capital & Centric will be key to ensure that the residential amenity impacts associated with works are minimised in both in the short term and long term."

Zerum on behalf of Capital & Centric (Cinnamon) Ltd

Reasons for opposition to the proposed change

Of the six respondents who provided negative comments about the proposed, comments included general opposition (4); that the changes would not be needed due to lack of demand or need (2); and that the local community could be negatively impacted (1). The following quotation is an example of the comments received in opposition to the proposal.

"Not supportive, there is no need for two Metrolink stations to be in such close proximity to each other."

Member of the public

Few, if any, organisations opposed the proposals outright. However, GMCA stated that it was concerned that HS2 Ltd were intending to progress the proposal, when in its opinion there was insufficient investigation and work to assess the feasibility of the proposals to retain Gateway House. The Council stated that not only did it oppose the retention of Gateway House from a station solution perspective, it was also concerned that in its opinion introduced unmitigated and unnecessary risk to the programme which it believed was a *"completely unacceptable situation"*.

Concerns raised

There were 10 respondents who raised concerns about the proposed change. Such concerns included comments about accessibility aspects (6); that the local community could be negatively affected (3); concerns about negatively socio-economic impacts (2); and worry about drainage and flood risk (1).

"...you need to be mindful of the distance for normal Piccadilly passengers getting to the Metrolink. It looks like you are moving it quite a distance from the main concourse. People from as far as Platform 13/14 need to be thought of too, and I know I wouldn't be happy trekking from there...to catch the tram."

Member of the public

"Driving Metrolink further underground must include improved access (multiple single trip escalators and multiple lifts) between rail and Metrolink Levels - or pairs if there is a Retail Level placed between them. It is already a poor access route descending/ascending just one level (actually two with the mid-level hallway and Metrolink below and main station concourse above)."

Member of the public

Looking specifically at concerns raised from organisations, this included from GMCA that stated that it had major concerns about the approach HS2 Ltd had taken to working with TfGM to achieve an integrated design and work in a manner that recognised the complexity and extent of the interface between HS2 and Metrolink.

Suggestions

There were 11 respondents who made suggestions about the proposed change. A number of suggestions were made, including comments about improving passenger access (3); and single comments suggesting that the Metrolink should be relocated further south, or to Piccadilly Road; that there could be a traveller between Manchester Piccadilly High Speed station and the Metrolink; and that there should be improved accessibility between the two stations.

"Any new Metrolink station should be further south (nearer Ardwick)"

Member of the public

Looking specifically at comments received from organisations, this included from:

- GMCA mentioned that a future tram-train extension is planned that will connect the Metrolink racks proposed at Piccadilly Central Tram Stop to the heavy rail network near Ashbury's. It was suggested that there would be a need for HS2 proposals to safeguard this route, and that there was currently conflict that needed to be resolved.

"However, in the current DRC design, the proposed Midland Street Autotransformer Station conflicts with the proposed tram-train extension. TfGM is aware that HS2 Ltd is investigating options for relocating this facility. However, as the design stands, there is a conflict that needs to be resolved."

GMCA

- Manchester City Council suggested that it would be important to ensure that the construction of the Metrolink and High Speed stations at Piccadilly would be properly sequenced. The Council also mentioned that it supported GMCA's response for the Piccadilly Central stop to be built at the same time as the HS2 station.

"It will be important to ensure that the construction of the Metrolink and High Speed stations at Piccadilly are properly sequenced. HS2 Ltd. need to demonstrate how they will ensure the operation of the existing Metrolink service during construction and minimise disruption to services. It is expected that HS2 Ltd. will work collaboratively with TfGM to achieve this...MCC also supports the view set out in the GMCA response that the Piccadilly Central stop should be constructed at the same time as the HS2 station."

Manchester City Council

- Historic England suggested that design revisions would need to respond positively to the historic environment including archaeology and any impacts would need to be considered in the Environmental Statement.
- Scottish Association for Public Transport suggested that improving local transport links at HS2 stations would be essential.

Other comments

There were 10 respondents who made other comments about the proposed change. This included five comments that there was a need for more information; and that there is a need for an environmental impact assessment (2).

"I support the expansion of the Metrolink station at Piccadilly Station. At Piccadilly Central, will there be access to the high speed platforms via a southern entrance, or will this stop be for purely local journeys?"

Member of the public

10 Passive provision for a future Manchester to Leeds junction

10.1 Summary of proposed change

As part of futureproofing HS2 for a potential NPR network, the Minister of State is minded to include passive provision for a Manchester to Leeds junction. This junction would facilitate a future Manchester to Leeds connection from HS2, allowing NPR services to travel beyond Manchester to Leeds. Passive provision refers to the minimum works required in the Phase 2b Western Leg hybrid Bill to avoid disruption to the operation of HS2 when constructing the junction fully in future. It is proposed that passive provision for this junction would include civil engineering structures and earthworks in the Ardwick area on the approach to Manchester Piccadilly High Speed station.

Passive provision would require the construction of an embankment to the south of the HS2 Manchester Spur across the A665 Midland Street at a height of approximately 4.5m and a box structure approximately 5m high to be constructed across the HS2 main line near Rondin Road. The future Manchester to Leeds line would cross over the Manchester Spur near Ardwick at a height of approximately 9m.

10.2 Question wording

The question asked was as follows:

What are your comments on the proposed inclusion in the design of passive provision for a future Manchester to Leeds junction?

10.3 Summary of responses received

There were 35 respondents who provided comments about the proposed inclusion in the design of passive provision for a future Manchester to Leeds junction. This included comments from 20 members of the public and 15 organisations.

Around half (18) of those who provided comments expressed support for the proposal, while around one-third (11) provided opposing comments. There were also 10 respondents who raised concerns, and 14 respondents who made suggestions about the proposal. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Table 10.1 provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 10.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Transport – rail services	9	Comments received about this included that it would futureproof the network and allow growth (4); that it could facilitate integration with NPR (4); and that it would help to alleviate overcrowding on the rail network (1).
Socio-economic	1	The one respondent who made comments about this aspect believed that that the proposal represented a cost-effective solution.

The following quotations are examples of comments from members of the public in support of the proposed change as detailed in the above table:

"I fully support this proposed change (as) it is important to provide room for growth of services and for future network enhancements."

Member of the public

"I think this is a positive thing and should certainly be done, I agree with the conclusion in the report that it will be far more cost effective to include this at this stage."

Member of the public

Looking at specific comments made by organisations in support of the proposal, this included from:

- Network Rail welcomed the design of an integrated solution to provide future rail services in the North of England, and that it would continue to work collaboratively with HS2 Ltd and its partners to reduce impacts.

"We will continue to work closely with DfT, Transport for North (TfN) and HS2 Ltd to develop an integrated station which considers the aspirations of all partners, passengers and freight users. This should aim to limit future impact to the Siemens Train Care facility, road access and the existing infrastructure within the Ardwick area and the connection back onto Network Rail infrastructure."

Network Rail

- Westcroft Community Centre simply stated that it approved the proposal because it was essential for the future.
- 20 Miles More also supported the proposal in as much as it would be necessary to enable future NPR services from and to Liverpool to serve Manchester and travel on to Leeds. However, it's support could be considered to be conditional support as the organisation questioned whether the proposal would be the best means of providing a through service, and that approval would

be subject to adequate consideration of a subterranean through station for NPR trains in the forthcoming Rail Needs Assessment.

- TravelWatch North West stated that it agreed that there must be integration between NPR and HS2 in Manchester. But that in looking to the future it should be more ambitious in line with its comments made about Manchester Piccadilly High Speed station.
- Scottish Association for Public Transport supported the proposal and stated that it was a good strategy assuming it is designed for compatibility with Northern Powerhouse plans.
- Highways England supported the principle of modifying the HS2 scheme to make provision for a future NPR network, and if this could be achieved without disruption on the Strategic Road Network (SRN), it would in its opinion have the benefit of minimising overall construction durations and disruption to journeys on the SRN. However, the organisation stated that it would need to see evidence that the proposal would not result in congestion on the SRN associated from construction traffic. It also wanted evidence about how the increase in service provision would not adversely impact the SRN, with suitable mitigations in place if modelling demonstrated adverse impacts.

“Should the modelling demonstrate that this change will result in a SRN junction being over capacity, this will need to be mitigated. Furthermore, we will want to see evidence that the increase in service provision resulting from NPR at this station has been included in the operational phase modelling. Should this modelling demonstrate an adverse impact on the SRN when the station is operational, this will need to be mitigated.”

Highways England

Reasons for opposition to the proposed change

There were 11 respondents who provided comments in opposition to the proposal. Table 10.2 provides a breakdown of the number of respondents who provided negative comments by key theme, and reasons given for such opposition. Not all of those who provided opposing comments provided reasons.

Table 10.2: Reasons to oppose the proposed change

Theme	Number of respondents	Reasons given in support
Transport – rail services	7	This included five comments about how an end station at Manchester Piccadilly would not help to improve HS2 services between Manchester and Leeds; one comment that there would not be a need for the proposal due to lack of demand; and there would not be a need for trains between Manchester and Leeds to use the HS2 network.
Socio-economic	1	It was believed that the proposal would be a waste of money, and that instead money could be better spent.
Community	1	The proposal was not supported due to perceived adverse impacts it could have on Manchester City Centre and homeowners in particular in the area.

The following quotations are examples of comments from members of the public in support of the proposed change as detailed in the above table:

“... the optimal integration with Northern Powerhouse Rail services would take the form of a sub-surface through station as favoured by Transport for the North. If this was provided the proposed new junction would not be necessary.”

Member of the public

“Ideally it isn't needed, as a better idea is that Piccadilly has below ground platforms, and NPR trains will just continue on through to Leeds.”

Member of the public

“This is a waste of money as having a through station will provide better access to NPR under Manchester. The whole design needs changing...a terminal station is pointless and there would probably be little difference in costs. By having both NPR trains, some HS2 trains from the midlands through Manchester to Leeds and beyond, a larger market would be served and there should also be capacity for some more local trains under Manchester.”

Member of the public

Very few organisations were opposed outright to the proposal. However, GMCA stated that as passive provision would only include the footprint of the design and not additional infrastructure, it could not support the approach.

"...passive provision only includes the footprint of the design and not the additional infrastructure to support the spur. E.g. additional rail track, switches and crossings, overhead line equipment and the viaduct allowing access from the proposed Platform 1 to the spur, all of which is required to avoid conflict with the junction with HS2. To incorporate these changes after HS2 Ltd finishes construction and brings the high speed railway into full operation could result in significant delays and disruption to the newly operational railway and Manchester while the additional infrastructure for NPR is constructed. GMCA does not support this approach and believes that active provision should be provided for NPR, to minimise the amount and impact of future works."

GMCA

Concerns raised

There were 10 respondents who raised concerns about the proposed change. Such concerns included comments about how the proposal would facilitate integration with NPR (3); that it would not future-proof the rail network (3); concern about impacts of construction traffic and resultant road congestion (2); or worries about how the proposal could reduce air quality (1), increase noise (1), and/or impact negatively on local businesses and the local economy (1).

Looking specifically at concerns raised from organisations, this included from GMCA who stated it was concerned that the proposal would in its words *"bring additional years of blight to the Manchester area, which will have already been subjected to eight years of HS2 construction activity in the heart of an expanding city"*. As such, GMCA believed that such an impact would increase a need for active provision for an NPR spur to minimise disruption to the local community.

Suggestions

There were 14 respondents who made suggestions about the proposed change. A number of suggestions were made, including comments that it should be built underground or use tunnelling (7); that there should be more consideration for the inclusion with NPR (2); and that there should be more consideration given to how the proposal could benefit the operation of regional train services on the conventional railway network (2).

TfN suggested that if the proposals were taken forward, it would ask that consideration is given to having a short section of viaduct between the Manchester to Leeds Embankment. It was believed that the provision of this structure as part of the Phase 2b Western Leg would be likely to be more efficient than building it later as part of NPR. It was also believed that this would also reduce the risk of potential operational disruption to HS2.

Manchester City Council believed that the proposal would bring additional years of blight for the Manchester area, and requested Active Provision.

"Providing active provision for the NPR spur would minimise additional disruption to Manchester residents and avoid disturbance for patrons of the HS2 service. Once HS2 is operational patrons of the HS2 service would be subjected to closure of the network at Manchester to enable the NPR construction interface to be completed."

Manchester City Council

GMCA mentioned that the proposal would involve a junction in proximity to existing rail infrastructure, and as such, that it would need to be acceptable to local partners.

"...(the) junction is positioned close to the existing Siemens Depot in Ardwick, in an area proposed to be shared with a future tram-train extension... and with a modified Pin Mill Brow Junction proposal that needs to be acceptable to local partners... It is essential that the ultimate solution facilitates an appropriate highways solution that aligns with local policy and the tram train proposals as well as HS2 and NPRs requirements."

GMCA

Other comments

There were eight respondents who made other comments about the proposed change. As with comments received about other proposals, most (6) of those who made other comments about the proposal to include passive provision for a future Leeds to Manchester junction requested more information.

"It is not clear what the exact alignment of NPR tracks will be available from the proposed junction to the station itself. I hope provision has been made to allow more than 2 track between the junction site and the station, so as not to leave a 2 track bottleneck if and when NPR is built."

Member of the public

"From the information available at this time, it is not clear whether the scope for the passive provision allows for sufficient deviation of junction to provide for flexibility of future line route heading beyond, all of which could impact on the historic environment. It is recommended that this be addressed in the Environmental Statement."

Historic England

11 Ardwick Depot

11.1 Summary of proposed change

In the current design, the Manchester spur enters a twin-bored tunnel in the Davenport Green area. The tunnel would be approximately 13km long and emerge in the Ardwick area (Community Area MA07 Davenport Green to Ardwick) at the current carriage sheds of the Siemens Ardwick train depot. From here, the Manchester spur would continue north in a retained cutting approximately 130m in length, 18m wide and 0.5m deep and then onto a viaduct before reaching Manchester Piccadilly High Speed station.

Consideration has been given to alternative locations for the Manchester tunnel north portal that would avoid a number of the major impacts on Ardwick train care facility associated with the current design, particularly allowing it to retain its existing layout and location.

The first option was not pursued as, compared to the second, it increased the overall length of the Manchester tunnel and with it the length of the construction programme and capital cost. The portal for the second option would be located on the west side of Rondin Road, in the area of land currently occupied by a metal recycling company but beyond the Ardwick facility.

Having reviewed the options, the Minister of State is minded to select the second option, moving the tunnel portal 120m to the west. The tunnel portal would no longer impact on the train care facility, removing the need to relocate the train maintenance and stabling facilities without removing the need for an additional vent shaft.

11.2 Question wording

The question asked was as follows:

What are your comments on the proposed relocation of the Manchester tunnel portal to avoid the need to demolish the train care facility at Ardwick Depot?

11.3 Summary of responses received

There were 26 respondents who provided comments about the proposed relocation of the Manchester tunnel portal. This included 14 members of the public and 12 organisations.

Of those who provided comments, this included 16 respondents who expressed supportive comments and six respondents who provided comments in opposition to the proposal. There were also six respondents who raised concerns, and five respondents who made suggestions about the proposal. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Of those who expressed supportive comments, this included nine comments offering general support, three comments in support of the proposed location of the tunnel, and single comments about how the proposal could improve connectivity between HS2 and the conventional railway network, and that the proposal could improve rail capacity.

The following quotations are examples of comments from members of the public in support of the proposed change as detailed in the above table:

"I fully support this proposed change which seems sensible to reduce surface disruption."

Member of the public

"Yes, this seems like the most sensible solution, especially as HS2 is designed to bring extra capacity to the existing network..."

Member of the public

Looking specifically at comments received from organisations, this included from:

- Network Rail welcomed the proposal to move the tunnel portal to the west of Rondin Road as the Ardwick Depot provides in its opinion, substantial train stabling and maintenance facilities with good connection to Manchester Piccadilly and the railway network in Manchester.
- TfN also provided supportive comments about the proposal.

"We have previously commented in response to earlier HS2 Route Refinement consultations that earlier HS2 proposals would have seriously compromised the Ardwick train care facility which maintains TransPennine Express trains providing essential inter-regional services across the North, to the extent that a new depot would be needed elsewhere. We therefore recognise that the relocation of the tunnel portal avoids this impact. It is also important that the impact of the relocation on development and local public transport proposals is considered."

Transport for the North (TfN)

- Scottish Association for Public Transport mentioned that avoiding disturbance of existing facilities should simplify construction of HS2 and the changeover from existing train services.

Reasons for opposition to the proposed change

There were six respondents who provided opposing comments about the proposal. Such comments included that the proposal was believed to be flawed or unfit for purpose (3); that local businesses and the local economy could be negatively affected (2); and single comments about how there could be negative consequences for the local community, the environment, and on local people's health and well-being.

Very few of the organisations that responded provided what would be considered as being opposed outright to the proposal. It was more likely for some of the organisations that responded to raise concerns rather than to be opposed outright - examples of such concerns raised are covered in the next section. However, Brown Jacobson LLP sent a response of behalf of Sims Group UK Ltd where it was stated that *"Sims Metals strongly opposes the change of route which the Minister of State has indicated is the preferred option."* It was also stated that it had taken Sims Metals more than 20 years to find and acquire a site in the Manchester area, and that it would be extremely unlikely that any other suitable suits would become available in the vicinity of the site within the timescale available. The business was therefore extremely concerned about how the proposal could affect the viability of its operations, with negative consequences in terms of the services it provides to the region, and for local jobs

"(The) site would have to be vacated, and so there is a strong possibility that the proposal will result in the extinguishment of the business. Even if relocation were to be possible, this would still result in a substantial loss of trade, loss of jobs to the local economy and loss of the valuable service it provides to the local area."

Jacobson LLP sent a response of behalf of Sims Group UK Ltd.

Concerns raised

There were six respondents who raised concerns about the proposed change. A number of concerns were raised including how the proposal could cause issues during the construction phase, for example, concern that excavated materials from tunnelling could impact the conventional railway network. Other concerns included how the local community could be negatively impacted, as well as how local businesses might be affected.

Looking specifically at responses from organisations, concerns were raised from

- GMCA stated that while it had acknowledged the proposal to relocate the Manchester tunnel portal, it had a number of concerns which it stated that HS2 must consider when reviewing its scheme proposals, and called for an integrated approach.

"GMCA support MCC's views with regards to the impact on the Piccadilly SRF as a result of the proposed changes in the track alignments and the widening of the viaduct, as set out in MCC's DRC response. These proposals conflict with existing and approved plans for the Piccadilly SRF and, as a result, cut through a core piece of development land resulting in an undevelopable plot and a severance to the Mayfield regeneration area."

GMCA

- Manchester City Council provided a very similar response to GMCA, particularly in terms of concern about how the Mayfield regeneration could be affected by the proposal. The Council requested a place based approach at both Piccadilly and Ardwick areas, rather than taking an engineering approach to ensure that the right solution would be reached and investment and growth maximised. It set out a number of issues in a lengthy response and asked that such issues be considered together as part of an integrated Piccadilly masterplan solution to enable designs

that would work for all of the proposed schemes, as well as for the development of the wider area. A further concern specific to the proposal to relocate the Manchester tunnel portal was how it might affect the Hooper Street depot.

"MCC notes that the new layout could result in the demolition of the Hooper St depot. HS2 must provide appropriate compensation for the loss of this facility and, identification and provision of an agreed alternative suitable site be found if this alignment is taken forward."

Manchester City Council

Suggestions

There were five respondents who made suggestions about the proposed change. A number of suggestions were made, including that HS2 Ltd should assist local businesses affected with a relocation package and/or financial compensation; that the tunnel should be extended; that the historic environment should be accounted for in the development; and that regeneration plans such as those at Mayfield should be taken into account.

Historic England noted the proposed changes and suggested that their impact on the historic environment should be fully assessed within the Environmental Statement. It requested that appropriate mitigation measures be put in place for identified impacts.

GMCA suggested a need for the HS2 proposals to take account depot expansion planned by Network Rail, as well as the planned tram-train extension and current work being undertaken to identify suitable options for the Pin Mill Brow junction.

Other comments

Two respondents made other comments about the proposal. United Utilities stated that for tunnelled sections in Manchester (and also Crewe) that their preference for the designs would be to achieve zero ground settlement. While the organisation stated that it had not made any assessment of the impact of HS2's proposed tunnelled sections on its assets, it requested that HS2 Ltd must agree any method of work with United Utilities prior to any site works starting. The organisation also stated that where its assets exist, that the level of cover over to the water mains and public sewers must be maintained at a satisfactory level during or after construction as agreed with United Utilities.

Stockport Metropolitan Borough Council stated that while proposal was of no direct concern to the Council, it wanted to understand more about how the removal of extracted materials could impact the road and rail network.

"The final positioning of the Ardwick tunnel is of no direct concern to SMBC, however we understand that it is expected that approximately 1,300,000 cubic metres of sandstone and glacial till will be extracted from the site at Ardwick. SMBC would like to better understand the proposals for the removal of the above spoil and the potential impact of such a removal process could have on both the local rail services and local road network."

Stockport Metropolitan Borough Council

12 Road network around Manchester Piccadilly High Speed Station

12.1 Summary of proposed change

The design shown in the working draft Environmental Statement did not show alterations to the road network around the vicinity of Manchester Piccadilly High Speed station. However, further work has demonstrated the need to make modifications to the roads in this area. This is primarily due to clearance issues caused by the Piccadilly approach viaduct, severance of highways caused by provision for the proposed Manchester to Leeds junction and further design development around the station building.

It is proposed that the triangular shaped junction of A665 Pin Mill Brow, A665 Chancellor Lane, A635 Ashton Old Road, A635 Mancunian Way and A635 Fairfield Street be realigned to form a gyratory system. The A665 Chancellor Lane would be realigned so it runs broadly parallel to the existing Network Rail Crewe to Manchester Line viaduct. Midland Street would remain open for local access, but it would no longer serve as a through route between A665 Chancellor Lane and A635 Ashton Old Road.

Local access would be maintained to the part of North Western Street which is located to the east of A635 Mancunian Way. The part of North Western Street which is located to the west of A635 Mancunian Way would be closed to provide a new Network Rail access ramp for vehicle access to the Network Rail viaduct. This new access is required because the existing access from Ducie Street is severed by the proposed Manchester Piccadilly High Speed station. The Network Rail access ramp would be accessed via Chapelfield Road.

In order to provide a new road along the north side of Manchester Piccadilly High Speed station, roads and junctions in the vicinity would be modified including Helmet Street, Adair Street, Travis Street, Sheffield Street, Baird Street, Broad Street, Store Street, Chapeltown Street, Heyrod Street, St Andrew's Street and Ducie Street.

The Minister of State is minded to make changes to the proposed road layout around Manchester Piccadilly High Speed station to avoid disruption to road users and provide highways around HS2 works.

12.2 Question wording

The question asked was as follows:

What are your comments on the proposed changes to the road network around the new Manchester Piccadilly High Speed station?

12.3 Summary of responses received

There were 40 respondents who provided comments about the proposed changes to the road network around the new Manchester Piccadilly High Speed station. This included 15 members of the public and 25 organisations.

Of those who provided comments, this included 10 respondents who expressed supportive comments and five respondents who provided comments in opposition to the proposal. Just over half (21) of those who provided comments raised concerns about the proposal. More than half of those who provided comments (26) made suggestions about the proposal. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

Of those who provided comments in support, seven respondents provided full support and a further three provided conditional support. Comments received from the two members of the public who made supportive comments were that *"this seems sensible"* and *"I support"*.

Of the organisations that provided supportive comments, this included from:

- Westcroft Community Centre who mentioned that it approves the proposal subject to possible amendments by Manchester City Council.
- CBRE Ltd on behalf of Ducie Street SARL mentioned that in previous plans the proposed changes to roads had not been worked through. However, having reviewed available information as part of the consultation, it accepted that in order to provide along the north side of the proposed new station, that roads and junctions in the vicinity would need to be modified, including the junction of Ducie Street and Piccadilly.
- While supportive of the proposal, Zerum on behalf of Capital & Centric (Cinnamon Ltd) requested further details on the proposed road closures and impact on the road network.
- Altrincham and Bowden Civic Society stated that the road network around the area does not work well currently except for access/egress from the Manchurian Way. The organisation also stated that provided the free flow of that traffic is not impeded then the proposed road changes are accepted as inevitable.

Reasons for opposition to the proposed change

Few respondents provided comments that were considered to be opposed to the proposal. From those who did, it tended to be short responses from members of the public as the following quotations illustrate.

"I do not support the change. I do not support this project at all. Stop this massive white elephant project immediately. Far too much money has been wasted already."

Member of the public

"We don't need any more roads."

Member of the public

Concerns raised

There were 21 respondents who raised concerns about the proposed change. A majority of these respondents (16) were concerned about how the proposal would impact traffic and transport on streets in the vicinity of the proposal Manchester High Speed Station and how these could have major consequences upon local communities, including because of the construction and/or during the construction.

"I think you should consult with local bus operators as the closure of Travis Street will affect bus 147 also the changes around Fairfield street have the potential to add to journey times."

Member of the public

"Concerned that store street is being closed and diverted to connect to Ducie Street. This brings more traffic into Piccadilly basin and northern quarter areas where the new cycle way is proposed and an area that should be focused on pedestrian access."

Member of the public

A number of responses were received from organisations in particular expressing concern about how the business community could be negatively impacted.

For example, the Manchester-based chartered surveyor Roger Hannah Ltd sent in responses to the consultation on behalf of several different clients where the proposal had caused one or more concerns. For example, in a response on behalf of Manchester Pin Mill Ltd (trading as Northern Group), concerns were raised about how the proposal could impact a number of streets where it was landlord to a number of businesses causing issues of access and entry to such business.

"We act for Manchester Pin Mill Limited trading as "Northern Group" (NG) in respect of all matters relating to HS2 Ltd. They own parcels of land comprising an island site directly off the Mancunian Way (A635) and Great Ancoats Street (A665) which is occupied by Currys PC World as a retail store. NG are the Landlords of this property. The current plans show no ingress and egress to and from the site post the scheme. This would effectively leave the land landlocked. Alterations are required to the road network to ensure ingress and egress post scheme."

Roger Hannah of behalf of Manchester Pin Mill

Another example of negative implications for local businesses was from Avison Young on behalf of Manchester LLP 2 where it was believed the HS2 proposal would negatively impact day to day business operations.

"Of particular concern, and one which is noted within the HS2 Phase 2b Design Refinement Consultation document, is the impact that will be had on the local road network through the introduction of further construction traffic on top of existing traffic in the city centre and local construction traffic (referred to below). This has the potential to have a significant impact on the working conditions, access to car parking and public transport, and health of the 450 employees at this Site."

Avison Young on behalf of Manchester LLP 2

In addition to concerns raised about how local businesses could be affected by the proposal, GMCA stated that it had raised a number of issues with HS2 proposals in relation to highways and highway interfaces, but that it and its partners had been disappointed that such issues had not been adequately resolved in its opinion prior to the consultation. Full details of the response (as with all responses received to the consultation) have been provided to HS2 Ltd for their review and a response to the specific concerns raised.

"In summary, these issues include highway proposals for Pin Mill Brow; Interface with the SRF including Carparking and the Multi Modal Interchange; Proposals for the re-provision of the Network Rail Ramp; disruption for a period of time due to construction."

GMCA

Manchester City Council raised the same concerns as GMCA and stated that it welcomed the fact that HS2 Ltd was working with it and other GM partners to develop more appropriate proposals for highways, parking and Network Rail ramp access. However, the Council stated that it had significant concerns that alternative options were in its opinion a long way removed from the aspirations and policies of the Council and its partners. It requested that such work would be further developed in full collaboration with itself and GM partners, and is taken forward into revised proposals within the hybrid Bill.

CMS of behalf of Mayfield Partnership provided a detailed response to the consultation about the proposed changes to the road network around the new Manchester Piccadilly High Speed Station. The organisation stated that Mayfield will make a significant social and economic contribution to the continued growth of Manchester and the region. The organisation believed that the proposal for Hoyle Street and Chapelfield Road would change the nature and character and quality of what it sought to achieve on the eastern plots at Mayfield as set out in the Strategic Regeneration Framework (SRF) for the site. While supportive of HS2 the organisation was concerned that analysis undertaken by consultants appointed by the partnership identified significant constraints which it believed did not appear to have been taken into account by HS2 when considering its changes to the highway network in the vicinity of Piccadilly.

Suggestions

There were 26 respondents who made suggestions about the proposed change. A number of suggestions were made, including comments about improving passenger access to the proposed Manchester Piccadilly High Speed station (6); that disruption should be mitigated during construction (6) or in general (5); that there should be cycle paths and improvements for cyclists (5); that noise impacts should be mitigated (4); and that air pollution and dust caused by the proposal should be mitigated (3).

"The Mancunian way triangular junction being re-aligned into gyratory could be a good idea, as long as it doesn't turn into a Milton Keynes - Magic Roundabout Death Spiral. It could be a good opportunity to improve the current pedestrian and cyclist experience in the area too."

Member of the public

"I think the most important thing is that the roads aren't "over engineered". By that I don't mean that they are small, I mean that they are built with a character appropriate for an urban context, and facilitate walking and cycling and are pleasant routes to be on. It would be a shame if we have some concrete jungle of a scheme that is just a scar on the landscape"

Member of the public

Looking specifically at suggestions from organisations, this included a response from CMS on behalf of Mayfield Partnership. The organisation suggested that it considers that there are better options to provide access to the north side of Piccadilly station that do not have the negative impacts on Mayfield of the current proposals and the Partnership would commend these to HS2.

Other comments

- There were 12 respondents who made other comments about the proposed change. Half of the comments were related to a need for more information about what was proposed. For example:
- Highways England stated that it neither supports nor opposes the change given there are no proposed changes to the SRN. However, the organisation stated also that it would want to understand through appropriate modelling the impact of the highways alterations on the operation of the SRN nearby. This would be to ensure that the changes do not result in any major reassignment of journeys into and out of Manchester, with a consequential impact on SRN congestion.
- Sustrans stated that the proposed alteration of Store Street would alter its current National Cycle Network Route 66 which travels along Store Street to Weybridge Road where it joins the Rochdale Canal. The organisation requested that NCN 66 is realigned along the new proposed road layout and that cycle provisions are in line with LTN 1/20 standards to offer safe provision for cycling to facilitate sustainable trips for everyone.
- TfN noted that the junction between the A635 Mancunian Way/Ashton Old Road, the A665 Pin Mill Brow/Chancellor Lane was a key node on the road network in Greater Manchester. It stated

that it would be important that proposed alterations provide an appropriate level of capacity to meet current and future traffic demand in a way which aligns with local policy which looks to ensure that vehicle trips into Manchester city centre are minimised. The organisation also stressed the importance of having to plan for cycle access and cycling provision within the station to support Greater Manchester's ambition to develop cycling.

- Network Rail stated that it understands that as part of the master planning work at Manchester Piccadilly Station, HS2 Ltd would need to reinstate the potentially impacted road networks surrounding the station. The organisation mentioned that it will continue to work with HS2 Ltd to understand and mitigate the impact to the existing station access and egress, car parking location and access into the Siemens Train Care facility.
- Stockport Metropolitan Borough Council stated that not been given access to any traffic modelling information that would show the potential impacts of the proposed changes. As such, the Council was unclear as to whether there would be any potential implications for the wider route network including those running through Stockport to central Manchester.
- Historic England stated that the design revisions would need to respond positively to the historic environment including archaeology, and that impacts would need to be considered in the Environmental Statement.
- CBRE Ltd on behalf of CBRE Global Investors mentioned that further details of the works to be undertaken and how they will impact their site have not been provided at this stage. As their site was occupied by a number of different tenants, it sought to ensure that impacts in respect of noise, access and air quality would be minimised wherever possible.

"In the longer-term Piccadilly Trading Estate forms a key part of the Piccadilly Central area and has redevelopment potential for a residential led development. We are therefore seeking to ensure that the proposal will not impact the development potential of the site or impede its deliverability."

CBRE Ltd on behalf of CBRE Global Investors

13 Train stabling facility at Annandale

13.1 Summary of proposed change

To support the efficient operation of HS2 additional train stabling facilities are required somewhere in the area between Carlisle, Glasgow and Edinburgh. In considering which of the potentially suitable sites would be the optimal one to stable HS2 trains, HS2 Ltd balanced a range of factors including operational suitability, impact on the environment and the local community, engineering complexity and cost. The Annandale site, near the English-Scottish border, was judged to be the most operationally suitable, cost-effective and least environmentally impactful solution for a stabling facility. The new facility could stable up to 28 x 200m HS2 trains. This stabling space at Annandale would be supplemented by a small number of trains being stabled at the existing Polmadie depot near Glasgow.

The proposed Annandale train stabling facility would be approximately 18km north of Carlisle Station, situated 3.5km northwest of Gretna Green in greenfield land south of the adjacent WCML. To the south of the proposed Annandale stabling facility is the B7076 and A74(M).

The proposed site is approximately 80 hectares in size. The width of the site is approximately 400m at its widest and stretches approximately 3.15km in length. The site would stable trains overnight and perform multiple other functions. The proposed train stabling facility would include:

- 14 stabling slides, that can each accommodate two 200m trains;
- two connections to the existing WCML to the south for trains to enter and leave in quick succession;
- one connection to the existing WCML to the north for empty stock movements to Scottish termini, which would join the southern connection to form a loop;
- automatic carriage wash machine;
- overhead catenary system and power substation;
- wastewater treatment plant;
- office and welfare building; and
- car parking and a maintenance shed for undertaking light maintenance.

Some highways modifications would also be required including some road widening near to the proposed facility entrance.

13.1 Question wording

The question asked was as follows:

What are your comments about the proposed train stabling facility at Annandale?

13.2 Summary of responses received

There were 59 respondents who provided comments about the proposed train stabling facility at Annandale. Comments were received from 34 members of the public and 25 organisations.

There were eight respondents who expressed positive comments in support for the proposal, and 30 who provided negative comments. There were also 31 respondents who raised concerns about the proposal without necessarily being opposed outright, and 33 respondents who made suggestions about the proposal. This chapter of the report summarises the reasons put forward in support or opposition to the proposal, as well as concerns raised and suggestions made.

Reasons in support of the proposed change

The majority of the reasons given in support of the proposal regarded the prospect of newly created jobs being brought to Dumfries and Galloway, an area which respondents stated is lacking in employment opportunities. There were two respondents who believed this would benefit the local people and the community, and one respondent thought that it was a positive step towards having a more complete high speed network. Table 13.1 provides a breakdown of the number of respondents who provided supportive comments by key theme, and reasons given for support.

Table 13.1: Reasons for support of the proposed change

Theme	Number of respondents	Reasons given in support
Socio-economic	4	The potential for permanent jobs to be created in Dumfries and Galloway was welcomed by respondents.
Community	2	The train stabling facility would benefit the local people and community of Dumfries and Galloway
Transport	1	One respondent viewed the proposal as a positive move towards a full network

The following quotation is an example of comments made in support of the proposed change as detailed in the above table:

“The train stabling facility is an opportunity for the area to maintain and attract workforce. It is hoped that this facility can help to retain young people who currently prefer to move out of the area for apprenticeships and work opportunities.”

Member of the public

Looking at specific examples from organisations who provided supportive comments about the proposed change, this included Dumfries and Galloway Council who mentioned that there could be economic benefits, including job creation. SWestrans also provided supportive comments about employment opportunities that could be created as a result of the proposal.

"The potential creations of a significant number of permanent jobs within the region is welcomed and aligns with DGC's Priorities and Commitments to build the local economy."

Dumfries and Galloway Council

"As a transport authority, SWestrans supports the transport linkages and opportunities that this proposal can potentially bring to Dumfries and Galloway, as well as to Scotland and the UK ...We are encouraged that the facility will create around 100 permanent new jobs in addition to the employment opportunities created during construction."

SWestrans

While Cumbria County Council and LEP stated they were disappointed with the proposed location of the site at Annandale, the organisation nevertheless believed that it would still bring opportunities to Carlisle.

"Within the consultation we note the intention to deliver the depot at Annandale to the north of Gretna. While locating this site outside of Cumbria is disappointing, we nonetheless consider this site to be suitably close to Carlisle to benefit from the extensive opportunities present within the city."

Cumbria County Council and LEP

Reasons for opposition to the proposed change

Many of those who provided comments were opposed to the proposal. Comments in opposition were received from 25 members of the public and five organisations. The main reasons given included perceived disruption to the quality of life of local people, including noise that the facility would be likely to cause, as well as negative impact on the environment. There were five respondents who criticised the impact of the land take, four respondents who opposed the facility due to the belief the money could be better spent elsewhere, and one respondent who commented that there was no longer a demand for the facility. Table 13.2 provides a breakdown of the number of respondents who opposed the proposed change by theme, along with their reasons.

Table 13.2: Reasons for opposition to the proposed change

Theme	Number of respondents	Reasons given in opposition
Community	12	Respondents opposed the effect the train stabling facility would have on the local people and their homes, including the property values, when the facility is under construction and when operational. Negative comments were also made about the impact on the human rights of local people, as well

		as the impact on local school children and their safety.
Noise and vibration	12	A commonly cited reason for opposition was the noise pollution that the facility would cause, both during construction and when the facility is in use. One respondent opposed the vibration that would be caused by the facility.
Landscape and visual	11	Many respondents who opposed the facility provided reasons relating to light pollution, both during construction and when operational, and the impact on the local countryside, landscape and visual aesthetics.
Health	9	Negative comments were made regarding the effect of the facility on the well-being and quality of life of local people, including claims that the facility would have negative consequences on their health.
Environment, ecology and biodiversity	8	Reasons for opposition included the impact on the environment, and the disturbances to biodiversity, wildlife and habitats during construction and when the facility is in use.
Traffic and transport – road	7	Respondents who opposed the proposal criticised the impact the facility would have on volume of traffic during the construction of the facility and when the facility is in use, specifically the increase in heavy construction traffic. This included the impact of increased traffic due to the diversion of the Williamsfield access. One respondent opposed the increase in vehicles that would travel on the B7076, and another opposed the impact the facility would have on access to the B7076. There were opposing comments about the effect on road safety and the road width around the proposed facility. One respondent opposed the proposal due to the increase in journey times they would experience for their work.
Agriculture	7	Respondents criticised the impact the facility would have on agricultural land both during construction and when the facility is operational.
Socio-economic	6	Opposing comments were made regarding the negative impact the facility would have on local businesses and jobs during construction and when operational, including the impact on agriculture, access to premises and property values. One respondent stated the mitigation offered was not sufficient.

Air quality	5	Respondents were opposed to the impact on air pollution caused by the train stabling facility during construction and when operational.
Land quality	1	One respondent criticised the suitability of the location for the facility due to plan the build on marshland.
Water resources and flood risk	1	One respondent opposed the facility due the impact it would have on land drainage of the local area.

The following quotations are examples of comments made in opposition to the proposed change as detailed in the above table:

"I do not support the proposed change because it is not suitable for this area...we have wildlife and unspoilt nature in this area which will be permanently disrupted."

Member of the public

"24-7 transport to and from the site would seriously impact our peaceful dwelling. The noise and light pollution would be never ending. This would seriously impact upon our mental health."

Member of the public

"In one of our elderly neighbour's garden all you can hear is the joyful sounds of the plentiful birds singing. With this proposed plan for HS2 phase 2b, all we can imagine is their home will be in the midst of an industrial eyesore of metal, huge sheds, massive cranes, car parks, floodlights, noise, pollution, vibration and traffic..."

Member of the public

Looking at specific examples from organisations that were opposed to the proposal, this included a local hotel and wedding venue that believed it could be severely affected from noise and light pollution, and that the proposed new facility would not be in its opinion be aesthetically pleased. It was believed that if the proposal went ahead this could have severe economic consequences for its business, and that it could be forced to close with resultant job losses, and knock-on impacts on other local businesses, such as its suppliers.

"If our business was to be severely impacted, and I am firmly of the belief that it would be, due to noise and light pollution from the Train Care Facility, plus its general unsightliness, then I could see our business being forced to close with job losses of over 50 dedicated members of staff."

RGKMS LTS Trading as The Mill

Concerns raised

There were 31 respondents who raised concerns about the proposed change. This included 15 individuals and 16 organisations.

Concerns regarding rail services were the most commonly cited concerns about the proposed train stabling facility and were raised by 19 respondents. This included concerns about the distance between the HS2's termini and the train stabling facility which attracted eight comments.

"The depots should be near the locations where trains start and finish."

Member of the public

Specifically, respondents were concerned that the number of empty trains running between the end of the line and the depot would be a waste of time and resource. On a related note, there were eight comments raised about the provision made for empty trains starting from or returning to the train stabling facility and the impact this would have on the WCML, with one respondent raising concerns that the empty trains could reduce the capacity on the WCML. More general concerns were raised about the impact the train stabling facility would have on the network capacity (4 comments) and operational efficiency (2).

A concern about the lack of provision made for a possible extension of the line within Scotland was also raised (6), and a concern about the lack of a provision made for local train use (5). Concerns were raised about the impact on the stations of Carstairs and Lockerbie, as well as on the ability to reopen the stations of Beattock, Symington and Moffat.

A concern was also raised by one respondent that more trains will mean more maintenance is required. One respondent expressed concern about the distance between the train stabling facility and centres of population, while another respondent was concerned that staff at the proposed facility would have to commute by private car.

There were eight respondents who raised made comments about the effect on the community, specifically the impact on the local area during construction (1), local people and communities (4), access to homes during construction (1) and when operational (1), and the impact on local property values (2).

Another key area of concern impact of the facility on the environment, ecology and biodiversity. Comments were received regarding the effect on biodiversity, wildlife or habitats (4), woodlands (2), the environment more generally (2) and climate change (2).

Concerns were raised by one respondent about the impact the facility would have on agricultural land, both during construction and when in operation. Furthermore, one respondent raised concerns about the suitability of the land chosen for the facility, as the land is undulating rather than flat.

The impact of the train stabling facility on the green space, countryside or landscape was also a concern, attracting five comments. The light pollution the facility may cause was a concern for one respondent, who thus also raised a concern regarding the impact on well-being, specifically the effect the train

stabling facility may have on quality of sleep. Another respondent expressed a concern about the noise that would be caused by the facility.

Concerns regarding the socio-economic impact of the train stabling facility were expressed by six respondents, most of whom were concerned about the impact on local businesses and jobs. There were also two comments that the local workforce would not be utilised.

The impact of the train stabling facility on transport via roads caused concern for four respondents. Comments received related to the impact on access for the emergency services (1) and to the B7076 (1), as well as concerns about the effect on the volume of traffic and congestion during construction (1), during construction around Gretna specifically (1) and congestion generally on the A69 (1) and M6 (1). One respondent expressed concern about the safety of the road surface.

Other concerns included the location of the train stabling facility, the length of time it would take to construct the facility, perceived disruption to the WCML while doing so and concerns about the money spent.

"I would be very seriously concerned if the proposed facility was to be illuminated at night using the same type of high-intensity tower lighting systems commonly used in railway marshalling yards elsewhere in the country. This would be to the detriment of dark skies that are essential to good sleep hygiene, have a negative impact on wildlife, have a negative impact also on property prices, and interfere with astronomical observations."

Member of the public

Looking at specific examples from organisations who raised concerns about the proposed change, this included from:

- Network Rail which raised concerns about the proposed location of the depot, and how this could impact the operation of the WCML.
- Railfuture Scotland also raised concerns about line capacity, as well as financial running costs resulting from higher mileage given few trains are intended to terminate in Carlisle.
- Claudia Beamish, MSP for South Scotland was concerned about how the proposal would result in more non-stopping trains going to Glasgow and Edinburgh, as well as raising similar concerns as Network Rail about reducing capacity on the WCML, as well as consequences for local rail services.

"I am concerned that the proposals could mean more trains going onto Glasgow and Edinburgh without stopping. In addition to this, a depot at Annandale could potentially result in empty trains further reducing capacity on the West Coast Main Line. This risks to the local rail service for not just about Carstairs but could impact the success of proposals at Symington and Beattock which are currently being reviewed."

Claudia Beamish, MSP for South Scotland

- Scottish Association for Public Transport raised similar concerns about empty running and associated financial costs, as well as negative impacts on employment

"... a stabling facility at Gretna implies a large amount of empty running from Edinburgh and Glasgow (93 miles) to Gretna increasing uneconomic crewing costs... a second result would be that many crew on HS2 trains to Scotland would presumably be based in Carlisle and surrounding areas, rather than Glasgow and Edinburgh as present, with implications for employment in Scotland. This issue needs to be clarified."

Scottish Association for Public Transport

Other concerns raised included from Quothquan and Thankerton Community Council who believed that while the frequency of high speed trains would be increased in the local area, local people would not benefit as they would not be able to use the service.

Suggestions

There were 33 respondents who provided alternative suggestions for the proposal, 19 of whom were from individuals, and 14 were from organisations.

Many suggestions involved alternative locations for the train stabling facility. The suggestion to build on brownfield sites or wasteland attracted 14 comments. Alternative locations that were suggested for the facility include comments that the facility should be nearer to Glasgow (6), Ravenstruther (5), a MOD site (4), Kingmoor (4), Carstairs (3), Todshill (3), nearer to Edinburgh (2), nearer to Carlisle (2), near Currock Road (1), Cargo (1), St Nicholas Bridges (1), Network Rail site (1), nearer to Motherwell (1), between Edinburgh and Glasgow (1), nearer to Crewe to negate the need for the Golborne Spur (1). One respondent suggested a more general relocation to a more populated area with greater potential for employees. Other suggestions involved recommendations to split the trains at Carlisle (1), Preston (1), Wigan (1) or further South (1).

There were many other alternatives suggested, such as: upgrading or using the existing railway structures at Carlisle, Kingmoor, Edinburgh Craighentenny and Glasgow Polmadie; increasing the number of tracks from Carlisle to Carstairs Junction; upgrading the bridge WCML/37 to be suitable for its proposed use for a utilities diversion and construction access; and using non-HS2 depots for HS2 trains.

Other suggestions included ensuring the facility is accessible and connected to the local transport network, and building a passenger train station nearby to the facility. It was suggested that HS2 ensure

appropriate capacity for both current and future demand. Respondents suggested that the proposal should be based on the service model requirements and the HS2 Maintenance Strategy.

It was suggested that the impact of the facility should be minimised on areas of historical interest and heritage sites, on nationally important assets, on the countryside and landscape, as well as on visual aesthetics. It was also suggested HS2 minimise the impact on the environment generally, as well as specifically the impact of discharge associated with water management on the environment. Compensation for impacted residents and businesses was suggested by three respondents, while one respondent highlighted the suggestion to train and employ local people.

Suggestions from members of the public included the following:

"...it is essential that a more suitable location for the depot is selected. It must be much closer to Glasgow and Edinburgh. Whilst it is noted that some other sites have been considered, it hard to believe that there is no suitable site within the general region between Glasgow and Edinburgh..."

Member of the public

"We feel the decision not to go with the Todhills/Kingmoor site because of the increased cost to build has not been considered fairly or environmentally. This site at Todhills/Kingsmoor would have less of an environmental impact on the surrounding wildlife and residents. This site near Carlisle is already an industrial area...using a brownfield site rather than lovely green agricultural land makes more sense to me due to the lessening of the environmental impact."

Member of the public

Suggestions from organisations also included alternative locations for the proposed train stabling facility. For example, in the response received from Edwin Thompson on behalf of a farm (name redacted), it was queried why a site at Todhills was deemed as unsuitable by HS2 Ltd, stating that there was no evidence for this. It was also suggested that a former MOD site at Longtown should be reviewed for feasibility. Another organisation that made suggestions about the proposal location of the train stabling facility was the Scottish Association for Public Transport. The organisation suggested that major stabling facilities nearer to Glasgow and Edinburgh would clearly be preferable.

"Although it is stated within the consultation documents that alternative sites have been reviewed, there is no evidence to support why the Todhills site was not suitable...we are also aware of a large site at Kingmoor which is owned by Network Rail and is mainly redundant this site is closer to Carlisle and is already within a built-up industrial area and would be more suitable for this proposal. We are also aware of a possible site at the former MOD site at Longtown...this site needs reviewing further as we believe no investigations have been made into this."

Edwin Thompson on behalf of a farm (name redacted)

"Major stabling facilities nearer to Glasgow and Edinburgh would clearly be preferable. We note that a site on the WCML at Ravenstruther has proved unsuitable. Alternative sites in the Scottish Central Belt not directly on the WCML may be worth investigating before a final decision on Gretna is taken: for instance, a 3 km Dalmeny Curve (proposed by Network Rail on the Edinburgh-Fife line 8 miles west of Waverley) would pass through flat open countryside. Land south of the proposed curve (and north of Edinburgh Airport) could be a possible candidate for surveying as an Edinburgh depot.

The Scottish Association for Public Transport

Other comments

There were 22 respondents who made other comments about the proposed change. Most of those who provided comments stated that there would be a need for more information about the proposal, and that there could have been better communications from HS2 Ltd with those likely to be affected.

"I was not informed about this proposal prior to reading about it in our local paper. I was devastated. It has been a very difficult year so far with the Coronavirus pandemic and this has come as a complete shock ...I feel proper procedure has not been followed. Those parties who would be most affected should have been notified of a development of this scale."

John Burnett & Son

"Phase 2b is the first phase of the scheme that crosses country boundaries. It is important that consultations make it clear that Scottish policy has been taken into account in the design of those sections north of the English border. It is not clear from the current consultation if the failure to mention ancient woodland in Scotland is due to a failure to consult the correct AWI, or if the ancient woodland is not affected by the proposed changes."

The Woodland Trust

14 Out of scope responses

14.1 Summary overview

It is common in public consultations such as the Phase 2b Design Refinement Consultation for respondents to make comments that are beyond the scope of the consultation. However, it is good consultation practice to provide a brief summary of such comments to show that all of the responses were analysed, and that responses were treated fairly and equally.

Those who provided out of scope comments generally expressed support for HS2 overall or opposition to HS2 overall. There were 37 respondents who said they supported HS2, while 164 respondents said they were opposed to HS2.

Supportive / positive comments

A range of supportive comments were made about HS2 in general. This included that it would benefit the integration of NPR (15); that it would benefit the UK economy and create jobs (13); that it would increase connectivity between different regions of the UK (13); that it would improve rail journey times (6); and, that it would increase capacity on the rail network (4).

"I live in Leeds and am very happy to hear the project is moving forward. I welcome the integration with Northern Powerhouse Rail and the link to Liverpool."

Member of the public

"We are very supportive of High Speed 2 and believe it provides an unparalleled opportunity to improve connectivity and increase capacity on Great Britain's railway network, to further unlock the economic potential of cities in the Midlands and the North."

Network Rail

Blackpool Council, Cumbria County Council and Local Enterprise Partnership, Manchester City Council and Wigan Council specifically expressed support for the Golborne Spur.

Opposing / negative comments

One of the most common negative comments received about HS2 was by affected landowners along the route outside of the areas directly affected by the proposed changes (70). Another common negative comment focused upon opposition to the Golborne spur (43). This specific element of HS2 was opposed by members of the public, Trafford Council, numerous parish councils (Croft, Culcheth and Glazebury, Rixton and Glazebrook, and Warburton) and James Grundy, MP for Leigh, who enclosed a petition signed by 1,300 people.

"Please consider this letter, along with the details of those who have signed this petition, our formal request for the Golborne Spur of HS2 to be scrapped, due to the local residents, local economy and local environment that already has been and will continue to be negatively affected by this proposed project."

James Grundy, MP for Leigh

Other opposing comments included that HS2 was unnecessary and should be cancelled (35); that the Covid-19 pandemic was more important and had changed the country (33); that the money spent on HS2 could be better spent elsewhere (32); that HS2 was an outdated or obsolete vanity project (16); that HS2 would cause environment damage or worsen climate change (15); that HS2 would impact on local people and communities (14); that HS2 will not reduce journey times significantly (13); and, that HS2 will cause damage to green spaces and landscapes (12).

"Given the current situation, spending billions of pounds on a new railway track makes absolutely no sense. COVID-19 has resulted in massive financial loss for the UK economy, so is building this railway really going solve the issue?"

Member of the public

Suggestions

There were 37 respondents who made suggestions that were considered out of scope. While a number of different suggestions were made, some of the most common suggests were to upgrade or use existing rail infrastructure instead of HS2 (15), and mitigating and/or minimising the following: impact on local economies (10); the amount of land-take (8); impact of construction traffic (8); impact on future development of NPR (6); impact of general disruption (6); and, impact on access routes to land and properties (6).

"A 20 minute saving in journey time is nothing. It would be more cost-effective to upgrade the existing rail network."

Member of the public

Appendix A – List of organisations that responded to the consultation

The following is a list of organisations who responded to the consultation within the advertised consultation period. In total, 167 organisations provided a response to the consultation.

Any organisation that took part in the consultation using the online or paper form was able to select the category they belonged to. Organisations that responded by email were allocated to categories by Ipsos MORI to the best of its judgement. There were five organisations that requested confidentiality – these organisations have not been included in the list of organisations, nor have they been quoted or mentioned anywhere in this summary report.

(Please note that the categorisation of organisations has been undertaken to demonstrate the breadth of the response; the categorisation is not definitive and has no bearing on the way in which the responses were dealt with).

Action groups

20 Miles More
Culcheth and District Rail Action Group (CADRAG)
Mid-Cheshire Against HS2

Business and business representative groups

Butler Land Management Ltd of behalf of a farm (name redacted)
Edwin Thompson on behalf of a farm (name redacted)
Expedition Engineering
Footanstey on behalf of Moss Lane Farm Solar Ltd
Frank Marshall and Company on behalf of two farms (names redacted)
Hunter Healey Ltd
Inovyn Enterprises Ltd
John Burnett and Son
Manchester Airports Group
P Wilson and Company of behalf of Dam Head Investment and Lightoaks Investments
P Wilson and Company on behalf of a farm (name redacted)
RGKMS Ltd trading as The Mill
Robert John Smith R F Graham and Company
Roger Hannah Ltd on behalf of Ashley Plant Hire and Reclamation Ltd
Roger Hannah Ltd on behalf of business owner in Ardwick (name redacted)
Royal London Asset Management
Stockton's Furniture

Environment, heritage, amenity and community groups

Altrincham and Bowden Civic Society
Canal and River Trust

Cheshire Wildlife Trust
Friends of Carrington Moss
Hale Barns Residents Group
Inland Waterways Association (IWA)
Nature Scot
Peak and Northern Footpaths Society
Scottish Forestry
Sustrans
The Commonwealth War Graves Commission
The Wildlife Trust for Lancashire, Manchester and North Merseyside
The Woodland Trust
Westcroft Community Centre
Wimboldsley Primary School

Elected representatives

Claudia Beamish, MSP for South Scotland
James Grundy, MP for Leigh
Kieran Mullan, MP for Crewe and Nantwich

Local government

Blackpool Council
Byley Parish Council
Cheshire East Council
Cheshire West and Chester Council
Crewe Town Council
Croft Parish Council
Culcheth and Glazebury Parish Council
Cumbria County Council and LEP
Dumfries and Galloway Council
Greater Manchester Combined Authority (GMCA)
Lach Dennis and Lostock Green Parish Council
Lostock Gralam Parish Council
Liverpool City Region Combined Authority
Manchester City Council
Mere Parish Council
Quothqan and Thankerton Community Council
Rixton and Glazebrook Parish Council
Rudheath Parish Council
Staffordshire County Council
Stanthorne and Wimboldsley Parish Council
Stockport Mayoral Development Corporation
Stockport Metropolitan Borough Council
Trafford Council
Warburton Parish Council
Wigan Council

Real estate, housing association or property related organisation

BNP Paribas Real Estate of behalf of Ribston UK Industrial Property Ltd

Homes England

Statutory bodies

Avison Young on behalf of Royal Mail Group Ltd
Forestry Commission
Highways England
Historic England
Historic Environment Scotland
National Trust
Natural England
The Environment Agency
Theatres Trust

Transport, infrastructure or utility organisation

Network Rail
Railfuture Scotland
Scottish Association for Public Transport
Trans Pennine Trail
Transport for the North (TfN)
Travelwatch North West
United Utilities
West Midlands Rail Executive

Other representative groups

ASLEF (Crewe Branch)
Associated Society of Locomotive Engineers and Firemen (Crewe Branch)
Avison Young on behalf of Capital and Centric (Resurrection) Ltd
Avison Young on behalf of Manchester LLP 2
Browne Jacobson on behalf of Sims Group UK Ltd
CBRE Ltd on behalf of CBRE Global Investors
CBRE Ltd on behalf of Ducie Street Sarl
CMS on behalf of Mayfield Partnership
Fisher German LLP on behalf of Mrs D M France-Hayhurst Foundation
Gateley Hamer on behalf of the Tatton Estate
Gradbay
Growth Track 360
Hale Barns Cricket Club
Institution of Civil Engineers (ICE)
Liverpool City Region and LEP
Roger Hannah Ltd on behalf of Withington Golf Club
South Cheshire Chamber of Commerce
South West of Scotland Transport Partnership
Roger Hannah Ltd on behalf of five landowners in Hale Barns, Knutsford, Manchester (2), and Sale
(names redacted)
Rostons on behalf of 55 farms/businesses/landowners (names redacted)
The Coal Authority
Zerum on behalf of Capital & Centric (Cinnamon) Ltd

Appendix B – Response form



High Speed Two Phase 2b: Crewe to Manchester

Western Leg Design Refinement Consultation

Response form

We are seeking your views on the HS2 Phase 2b Western Leg Design Refinement Consultation.

You can respond to the consultation in the following ways:

Online: <https://ipsos.uk/designrefinement2b>

Email: designrefinement2b@ipsos-mori.com

Post: **FREEPOST HS2 PHASE 2B DESIGN REFINEMENT**

This consultation will close at 11:45pm on Friday 11 December 2020.

For more information about the consultation, please visit our website www.hs2.org.uk/phase2b or call our Helpdesk on **08081 434 434**.

Please write your response clearly in black ink within the boxes below and, if you need to, attach additional information to the response form ensuring you clearly state the question you are answering.

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice with which public authorities must comply and which deals with, among other things, obligations of confidence.

In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on the Department for Transport or HS2 Ltd.

If you want information that you provide to be treated as confidential please tick ☒ the box below.

☐ I want my response to be treated as confidential.

Please write your reasons in the box below, and attach additional pages if required.

Please attach additional pages if required.

The Department for Transport, HS2 Ltd and Ipsos MORI will process your personal data in accordance with the DPA 2018 and GDPR. We may share your personal information with our partner agencies and government, when doing so enables us to fully consider your response. If you change your mind about us using your personal information you have the right to have the relevant information deleted. If this is the case, please email hs2dataprotection@hs2.org.uk

To view our full privacy notice please visit www.hs2.org.uk/privacy-notice

Part One: Your information

Please provide your name, address and full postcode in the boxes below.

While these details are not compulsory, if you can provide your contact details, these may be helpful in feedback analysis.

Please note that your response, or parts of it, may be published or be included within reports on the consultation unless you have requested confidentiality earlier on this form.

First name:
Surname:
Address:
Postcode:
Email (your email address will be used to inform you of the outcomes of the consultation):

Are you responding on behalf of an organisation or group?

Yes <input type="checkbox"/>	No <input type="checkbox"/>
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If yes, please include the name of your organisation:

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Please note: if you are providing a response on behalf of an organisation or group, the name and details of the organisation or group may be subject to publication or appear in the final report, unless you have requested confidentiality.

Are you under 16? ☐ If so please ask a parent, guardian or teacher to print their name and sign below to indicate that they are happy for your response to be considered.

Parent / guardian / teacher name:
Parent / guardian / teacher signature:

What category of organisation or group are you representing?

Please tick ☒ one box that applies.

- ☐ Academic (includes universities and other academic institutions)
- ☐ Action group (includes rail and action groups specifically campaigning on the high speed rail network proposals)
- ☐ Business (local, regional, national or international)
- ☐ Elected representative (includes MPs, MEPs, and local councillors)
- ☐ Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups, rail user groups and other community interest organisations)
- ☐ Local government (includes county councils, district councils, parish and town councils and local partnerships)
- ☐ Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)
- ☐ Statutory agency
- ☐ Real estate, housing associations or property-related organisations
- ☐ Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
- ☐ Other – Please describe:

- ☐ Prefer not to say

Please tell us whom the organisation or group represents and, where applicable, how you assembled the views of members.

Please write in the box below, and attach additional pages if you need to.

Part Two:

Phase 2b Western Leg Design Refinement Consultation

Between June and September 2019, the Government consulted on 11 proposed changes to the design of the Phase 2b route and 1,300 responses were received.

A report summarising the main themes contained in the feedback has been published. The Minister of State for Transport, having considered the feedback to the consultation, has published his decision on whether to include the refinements to the Western Leg of Phase 2b. A decision on the inclusion of the Eastern Leg refinements will follow the conclusion of the Integrated Rail Plan, and is subject to its outcomes.

Both the feedback report and Government decision can be found at www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation

On 7 October 2020, the Minister of State for Transport announced a consultation on four proposed changes to the design of Phase 2b. These proposed changes are based on design development, ongoing engagement, and future integration with Northern Powerhouse Rail and other transport projects. The proposed changes only affect the Western Leg of Phase 2b – see plan overleaf.

The Minister of State will decide on whether to adopt the proposed changes following consideration of the feedback received to this consultation.

Using this response form

We are consulting on **four** proposed refinements, which are shown on the map overleaf. A consultation document has been published and contains descriptions of each of the proposed changes, the reasons for the refinement and the potential impacts of them. A map book has also been published which provides plans and visualisations of each proposed change.

When responding to this consultation, please identify the question number(s) your response relates to. You can respond to as many of the questions as you wish, however please indicate which parts of your response relate to which question.

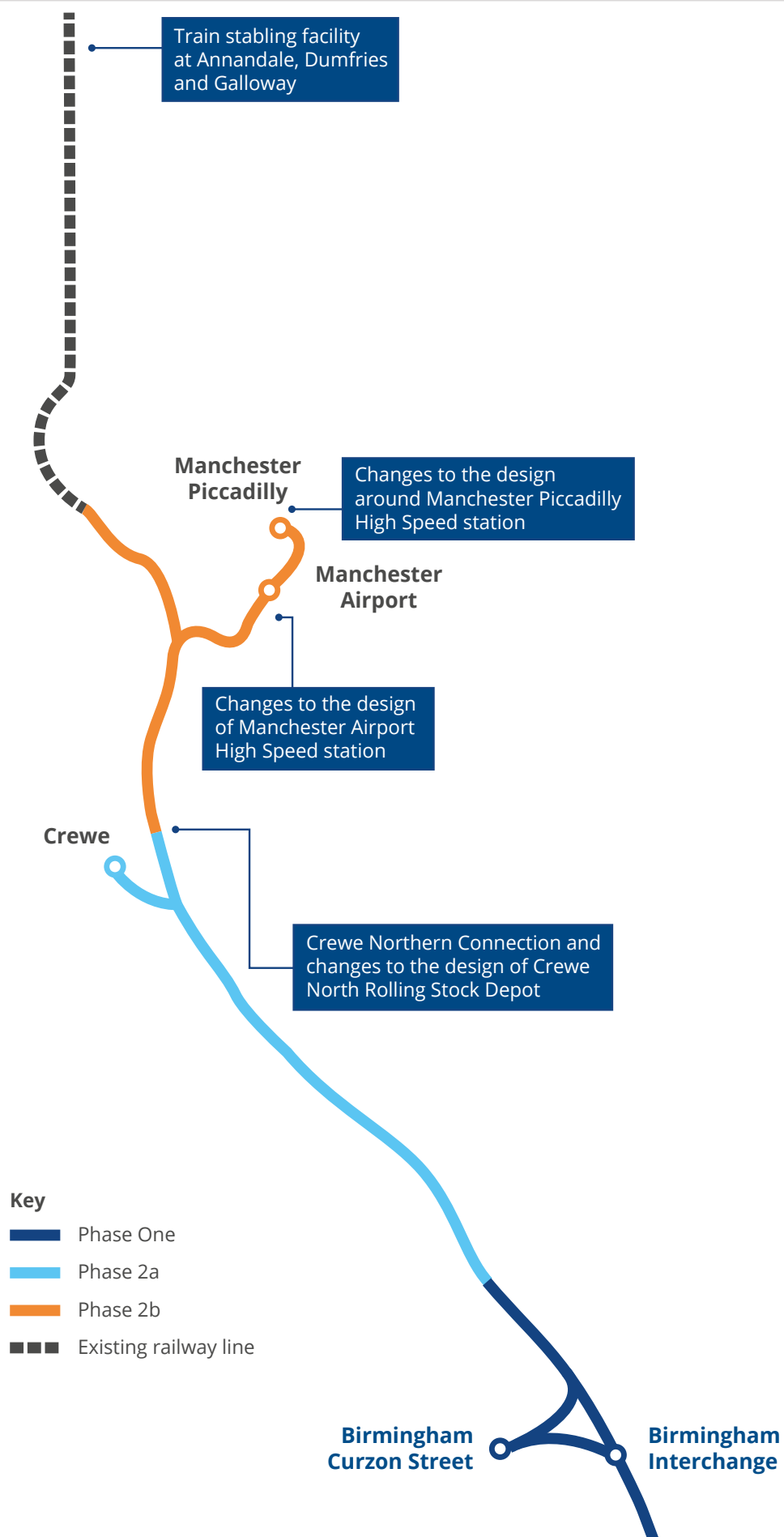
More information

If you have any questions about the consultation, please get in touch via our Helpdesk using the details on the back page of this document. You can also request documents in alternative formats such as large print, braille, audio or easy read.

You can view the consultation document and other supporting information at www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation

Route-wide update

Alongside this consultation, we have published updated proposals for the whole of the Western Leg of Phase 2b. You can view these at www.hs2.org.uk/phase2b



Questions

Please indicate whether or not you support the proposed change together with your reasons.

Please tick the questions you are responding to and then provide your response on the following pages. If you need to attach additional information to the response form, please clearly indicate the question to which it refers.

More information about each refinement can be found in Part Two of the Western Leg Design Refinement consultation document, which can be found at www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation

Question number	Question	Tick to indicate if you are responding to this part of the consultation
1. Crewe Northern Connection and changes to the design of Crewe North rolling stock depot		
1a.	What are your comments on the proposals to provide a connection between HS2 and the West Coast Main Line north of Crewe?	<input type="checkbox"/>
1b.	What are your comments on the revised proposal for the Crewe North Rolling Stock Depot and the inclusion of an Infrastructure Maintenance Base at the site?	<input type="checkbox"/>
2. Changes to the design of Manchester Airport High Speed station		
2a.	What are your comments on the proposed changes to the design of Manchester Airport High Speed station?	<input type="checkbox"/>
2b.	What are your comments on the proposed changes to the road network around the new Manchester Airport High Speed station?	<input type="checkbox"/>
3. Changes to the design around Manchester Piccadilly High Speed station		
3a.	What are your comments on the inclusion of two additional platforms into the design of Manchester Piccadilly High Speed station?	<input type="checkbox"/>
3b.	What are your comments on the proposed changes to Metrolink around Manchester Piccadilly High Speed station?	<input type="checkbox"/>
3c.	What are your comments on the proposed inclusion in the design of passive provision for a future Manchester to Leeds junction?	<input type="checkbox"/>
3d.	What are your comments on the proposed relocation of the Manchester tunnel portal to avoid the need to demolish the train care facility at Ardwick Depot?	<input type="checkbox"/>
3e.	What are your comments on the proposed changes to the road network around the new Manchester Piccadilly High Speed station?	<input type="checkbox"/>
4. Train stabling facility at Annandale, Dumfries and Galloway		
4.	What are your comments about the proposed train stabling facility at Annandale?	<input type="checkbox"/>

Question number	Response

Question number	Response

Question number	Response

Question number	Response

Question number	Response

Question number	Response

Part Three: Submitting your response

Thank you for completing the response form. If you're sending your comments by post, please send it to this address:

FREEPOST HS2 PHASE 2B DESIGN REFINEMENT

Please note: no additional address information is required and you do not need a stamp. Please use capital letters. Responses sent by FREEPOST will be considered as long as they are sent on or before the closing date.

- An online version of this response form can be found at <https://ipsos.uk/designrefinement2b>
- You can also email your response to designrefinement2b@ipsos-mori.com

The consultation will close at **11:45pm on Friday 11 December 2020**.
Please remember to send your response by then.

Please only use the response methods described here to respond to the consultation.

We cannot guarantee that responses sent to other addresses will be considered.

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

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. 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. Find reports at: www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Commissioner at: residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at: complaints@hs2-cc.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




Find out if you're eligible for compensation at: www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason, you can make a complaint by contacting our HS2 Helpdesk team. For more details on our complaints process, please visit our website: www.hs2.org.uk/how-to-complain

Contact us

Our HS2 Helpdesk team are available all day, every day. You can contact them via:

-  Freephone **08081 434 434**
-  Minicom **08081 456 472**
-  Email **hs2enquiries@hs2.org.uk**

Write to

FREEPOST
HS2 Community Engagement

Website **www.hs2.org.uk**

To keep up to date with what is happening in your area, visit:

www.hs2inyourarea.co.uk

Please contact us if you'd like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information please see our Privacy Notice (www.gov.uk/government/publications/high-speed-two-ltd-privacy-notice).

High Speed Two Phase 2b: Crewe to Manchester

Western Leg Design Refinement Consultation

About you

As part of our commitment to considering diversity in the delivery of HS2, we want to understand who is responding to our consultations.

Information you give us will help us improve future engagement activities.

Completing this form is voluntary and is not a requirement for your response to be accepted. The form will not be linked to the information you have provided in your response(s) or your name and we won't share the information with anyone else. We will use this information to provide a summary of the types of people who responded to these consultations. This summary will not identify individuals who have provided information.

Q1. How would you describe your national identity?

<input type="checkbox"/> British	<input type="checkbox"/> Scottish	<input type="checkbox"/> English
<input type="checkbox"/> Welsh	<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>	

Q2. How would you describe your ethnicity?

Asian

<input type="checkbox"/> Bangladeshi	<input type="checkbox"/> Chinese	<input type="checkbox"/> Indian
<input type="checkbox"/> Pakistani	<input type="checkbox"/> Other Asian background (<i>please specify</i>)	<input type="text"/>

Black

<input type="checkbox"/> African	<input type="checkbox"/> Caribbean
<input type="checkbox"/> Other Black background (<i>please specify</i>)	<input type="text"/>

Mixed ethnic background

<input type="checkbox"/> Asian and White	<input type="checkbox"/> Black African and White	<input type="checkbox"/> Black Caribbean and White
<input type="checkbox"/> Other Mixed background (<i>please specify</i>)	<input type="text"/>	

White

<input type="checkbox"/> English	<input type="checkbox"/> Gypsy or Irish Traveller	<input type="checkbox"/> Irish
<input type="checkbox"/> Northern Irish	<input type="checkbox"/> Scottish	<input type="checkbox"/> Welsh
<input type="checkbox"/> Prefer not to say		
<input type="checkbox"/> Other White background (<i>please specify</i>)	<input type="text"/>	

Q3. Do you consider yourself to be a disabled person?

A disabled person is defined under the Equality Act 2010 as someone with a **physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities.**

Do you consider yourself to be disabled under the Equality Act 2010?

Please mark 'X' in the appropriate box.

<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Prefer not to say	<input type="checkbox"/> Don't know

If **YES**, please answer the following question; otherwise proceed to the next section.

Please indicate by marking 'X' in the appropriate box; mark all that apply.

<input type="checkbox"/> Hearing impairment	<input type="checkbox"/> Visual impairment
<input type="checkbox"/> Speech impairment	<input type="checkbox"/> Mobility impairment
<input type="checkbox"/> Physical co-ordination difficulties	<input type="checkbox"/> Reduced physical capacity
<input type="checkbox"/> Severe disfigurement	<input type="checkbox"/> Learning difficulties (e.g. dyslexia)
<input type="checkbox"/> Mental ill health	<input type="checkbox"/> Progressive conditions
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>

Q4. Which of the following describes how you think of yourself?

<input type="checkbox"/> Male	<input type="checkbox"/> Female
<input type="checkbox"/> In another way	<input type="checkbox"/> Prefer not to say

Q5. What is your religion or belief?

<input type="checkbox"/> Buddhist	<input type="checkbox"/> Christian	<input type="checkbox"/> Hindu
<input type="checkbox"/> Jewish	<input type="checkbox"/> Muslim	<input type="checkbox"/> Sikh
<input type="checkbox"/> None	<input type="checkbox"/> Prefer not to say	
<input type="checkbox"/> Other (<i>please specify</i>)	<input type="text"/>	

Q6. Are you married or in a civil partnership?

<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Prefer not to say
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Q7. To which of the following age groups do you belong?

<input type="checkbox"/> 16-24	<input type="checkbox"/> 40-44	<input type="checkbox"/> 60-64
<input type="checkbox"/> 25-29	<input type="checkbox"/> 45-49	<input type="checkbox"/> 65+
<input type="checkbox"/> 30-34	<input type="checkbox"/> 50-54	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> 35-39	<input type="checkbox"/> 55-59	

Q8. What is your sexual orientation?

<input type="checkbox"/> Bisexual	<input type="checkbox"/> Gay man	<input type="checkbox"/> Gay woman
<input type="checkbox"/> Heterosexual/straight	<input type="checkbox"/> Prefer not to say	

Submitting your form

Thank you for completing this diversity monitoring form. Please include it with your consultation response.

Data protection

All information supplied will be held by HS2 Ltd and will remain secure and confidential and will not be associated with other details provided in your response. The data will not be passed on to any third parties or used for marketing purposes in accordance with the Data Protection Act (2018).

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Appendix C – Diversity monitoring

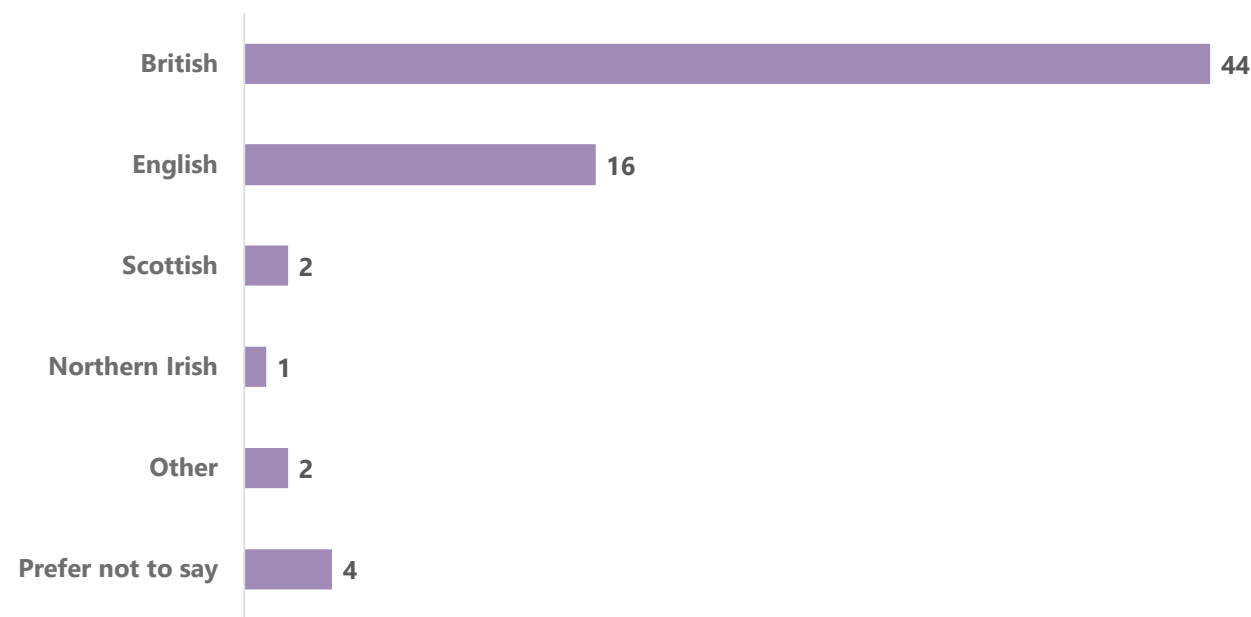
As part of HS2 Ltd’s commitment to considering diversity in the delivery of HS2, it wants to understand who is responding to its consultations. Members of the public who completed a response form were asked to provide additional information about themselves with regard to their national identity, ethnicity, gender, disability status, marital status, age, religion, and sexual orientation.

Provision of this information was voluntary and was not linked to respondents’ answers about the proposed design refinements along the Western Leg of the proposed 2b route.

Of the 98 responses received via online or paper response forms, 69 provided answers to some or all of the questions relating to the characteristics noted above.

This section of the report includes graphs and charts to illustrate the characteristics of the respondents who answered the diversity monitoring questions. Given that not all respondents chose to answer the questions, it is important to note that findings may not be representative of all members of the public who took part in the consultation, nor representative of the wider population as a whole. It is intended that the information provided will help HS2 Ltd improve future engagement activities.

National Identity



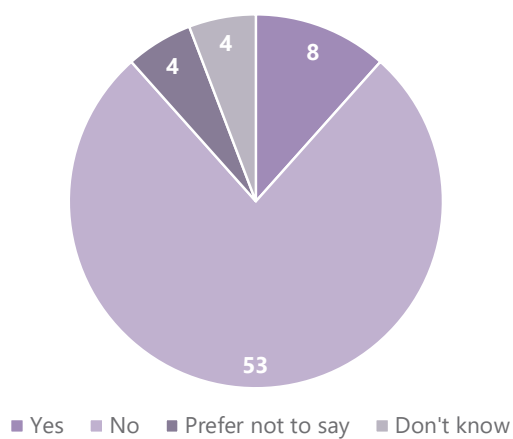
Base: 69 individuals who answered the diversity monitoring question on response form

Ethnicity



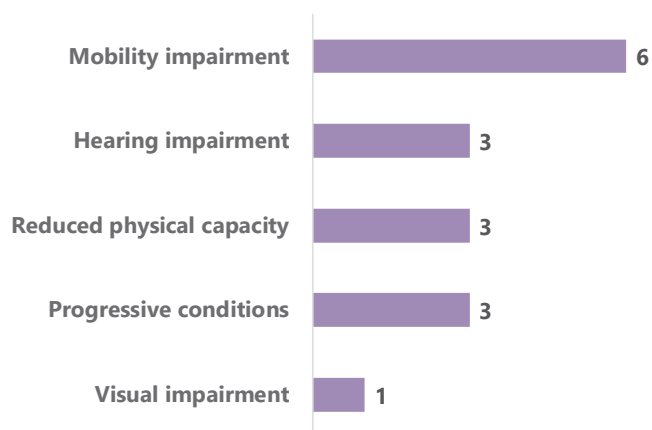
Base: 69 individuals who answered the diversity monitoring question on response form

Disability



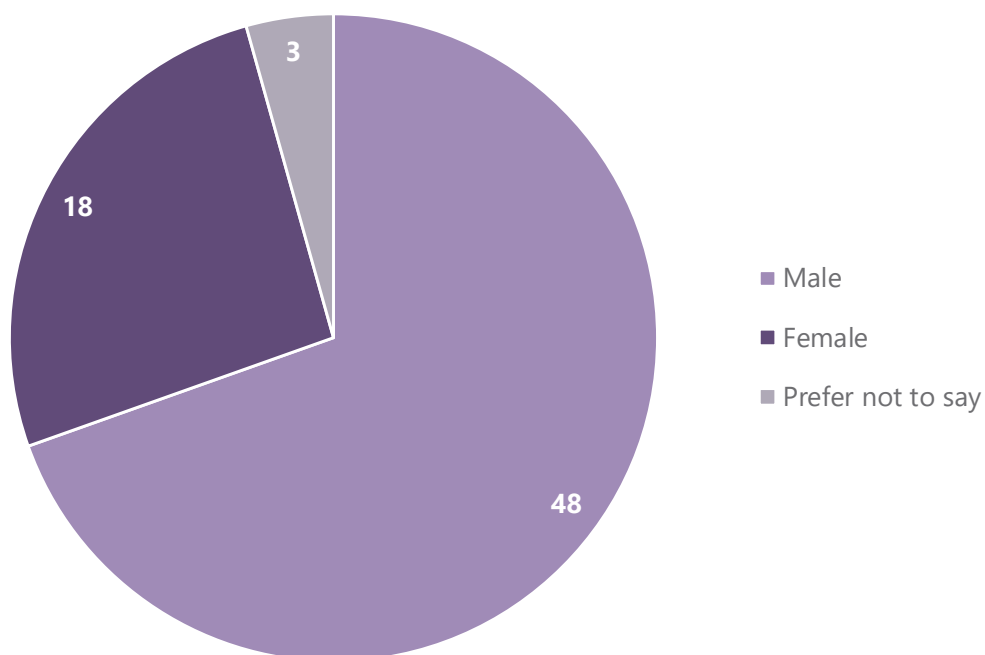
Base: 69 individuals who answered the diversity monitoring question on response form

Categories of disability



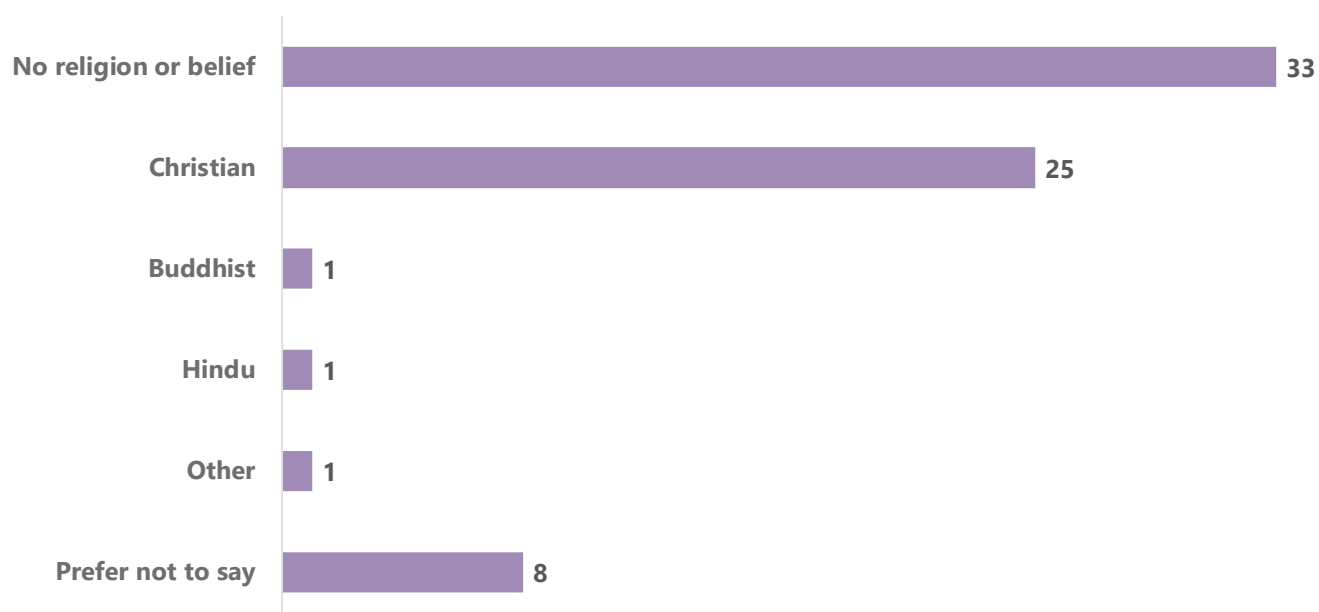
Base: 7 individuals who answered the diversity monitoring question and indicated they had one or more disabilities

Gender



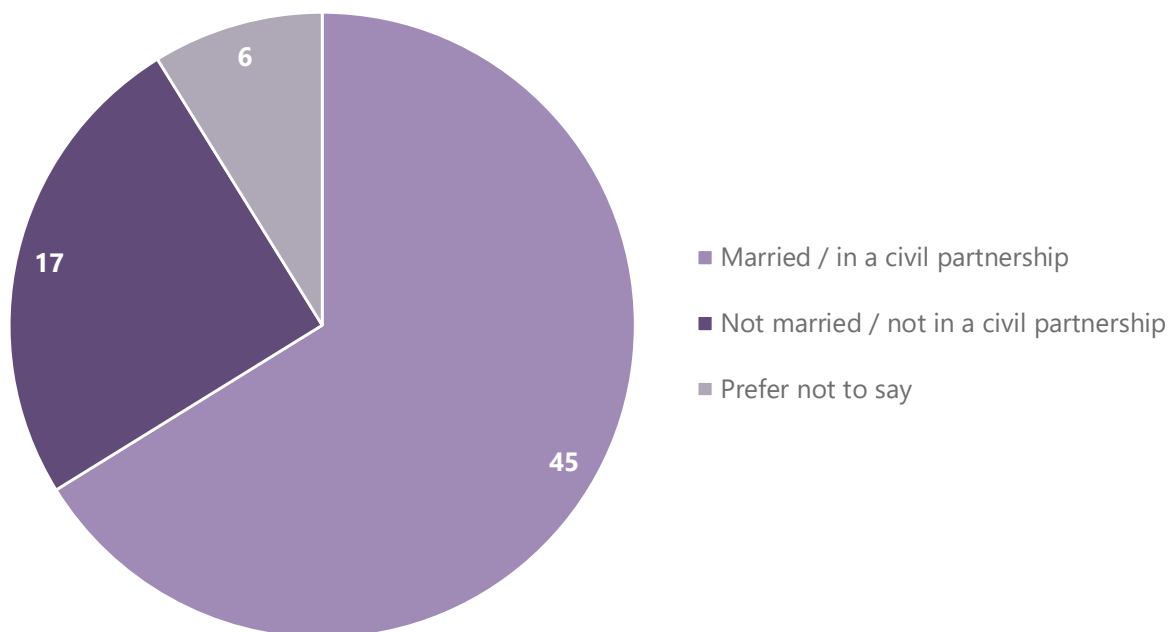
Base: 69 individuals who answered the diversity monitoring question on response form

Religion



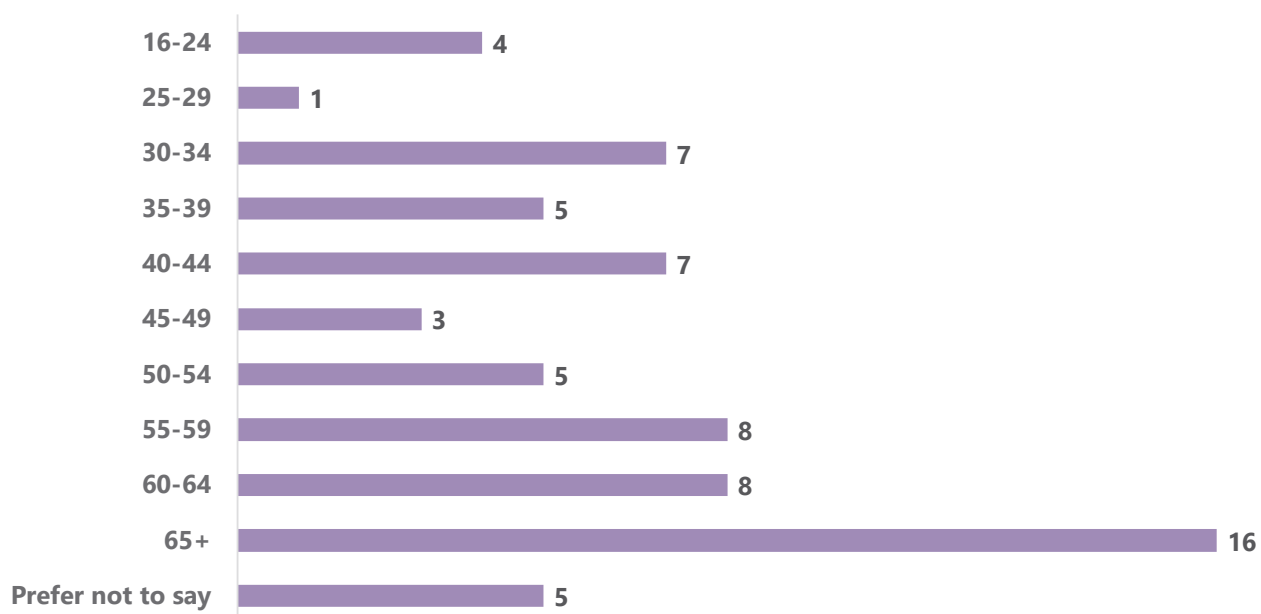
Base: 69 individuals who answered the diversity monitoring question on response form

Marital Status



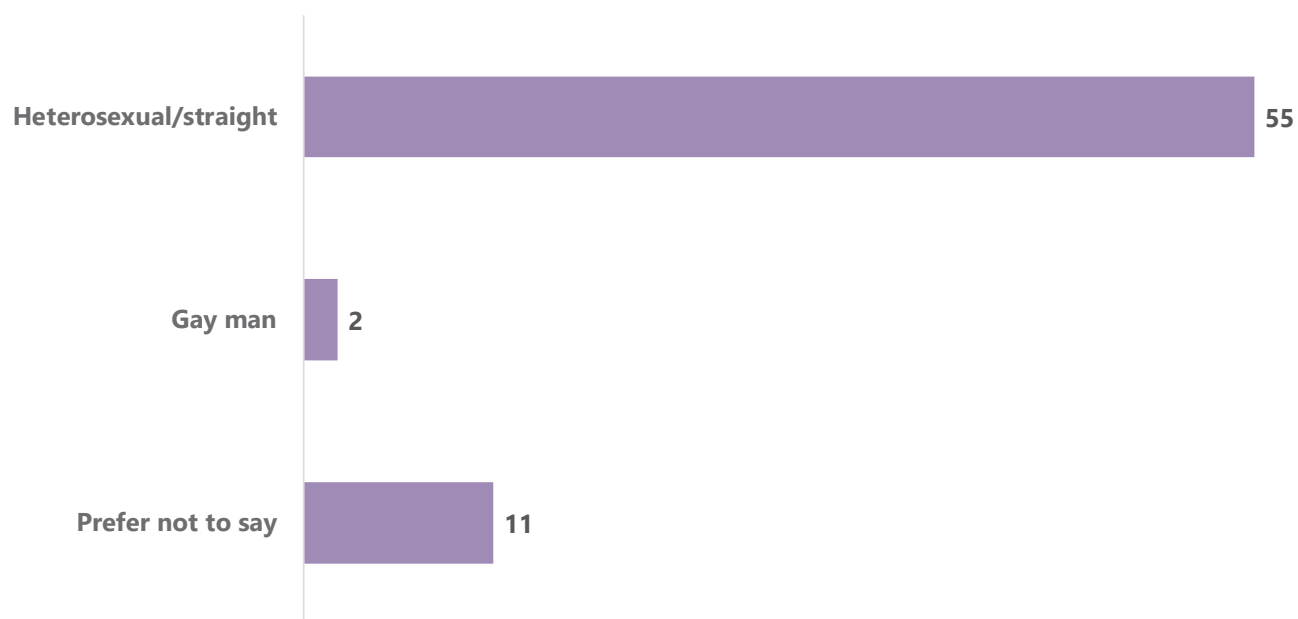
Base: 68 individuals who answered the diversity monitoring question on response form

Age Category



Base: 69 individuals who answered the diversity monitoring question on response form

Sexual orientation



Base: 68 individuals who answered the diversity monitoring question on response form

Ipsos MORI's standards and accreditations

Ipsos MORI's standards and accreditations provide our clients with the peace of mind that they can always depend on us to deliver reliable, sustainable findings. Our focus on quality and continuous improvement means we have embedded a 'right first time' approach throughout our organisation.



ISO 20252

This is the international market research specific standard that supersedes BS 7911/MRQSA and incorporates IQCS (Interviewer Quality Control Scheme). It covers the five stages of a Market Research project. Ipsos MORI was the first company in the world to gain this accreditation.



ISO 27001

This is the international standard for information security designed to ensure the selection of adequate and proportionate security controls. Ipsos MORI was the first research company in the UK to be awarded this in August 2008.



ISO 9001

This is the international general company standard with a focus on continual improvement through quality management systems. In 1994, we became one of the early adopters of the ISO 9001 business standard.



Market Research Society (MRS) Company Partnership

By being an MRS Company Partner, Ipsos MORI endorses and supports the core MRS brand values of professionalism, research excellence and business effectiveness, and commits to comply with the MRS Code of Conduct throughout the organisation.

Data Protection Act 2018

Ipsos MORI is required to comply with the Data Protection Act 2018. It covers the processing of personal data and the protection of privacy.

For more information

3 Thomas More Square
London
E1W 1YW

t: +44 (0)20 3059 5000

www.ipsos-mori.com

<http://twitter.com/IpsosMORI>

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Ipsos MORI Public Affairs works closely with national governments, local public services and the not-for-profit sector. Its c.200 research staff focus on public service and policy issues. Each has expertise in a particular part of the public sector, ensuring we have a detailed understanding of specific sectors and policy challenges. Combined with our methods and communications expertise, this helps ensure that our research makes a difference for decision makers and communities.

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