



Phase 2b Western Leg Information Paper

D9: Work security

This paper outlines the proposals for worksite security for the Proposed Scheme.

It will be of particular interest to those potentially affected by the Government's proposals for high speed rail.

This paper was prepared in relation to the promotion of the High Speed Rail (Crewe - Manchester) Bill. Content will be maintained and updated as considered appropriate during the passage of the Bill.

If you have any queries about this paper or about how it might apply to you, please contact the HS2 Helpdesk in the first instance.

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Version 2

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1 Introduction

- 1.1 High Speed Two (HS2) is the Government's scheme for a new, high speed north-south railway, which is being taken forward in a number of phases. Phase One will connect London with Birmingham and the West Midlands. Phase 2a will extend the route from the West Midlands to Crewe. The Phase 2b Western Leg will connect Crewe to Manchester. As set out in the Integrated Rail Plan, published in November 2021, HS2 East is proposed to deliver a new high speed line from the West Midlands to East Midlands Parkway.
- 1.2 HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals. The company works under the terms of a Development Agreement entered into with the Secretary of State for Transport.
- 1.3 The construction and operation of Phase One of HS2 is authorised by the High Speed Rail (London – West Midlands) Act 2017 and Phase 2a by the High Speed Rail (West Midlands – Crewe) Act 2021.
- 1.4 In January 2022, the Government introduced a hybrid Bill to Parliament (hereafter referred to as 'the Bill'), to seek powers for the construction and operation of the Phase 2b Western Leg (the Proposed Scheme), which is called the High Speed Rail (Crewe – Manchester) Bill. The Proposed Scheme comprises the Phase 2b Western Leg from Crewe to Manchester and several off-route works. It also facilitates the delivery of Northern Powerhouse Rail by providing the Crewe Northern Connection and junctions and other infrastructure to be used in future schemes.
- 1.5 The work to produce the Bill includes an Equalities Impact Assessment and an Environmental Impact Assessment (EIA), the results of which are reported in an Environmental Statement (ES) submitted alongside the Bill. The Secretary of State has also published draft Environmental Minimum Requirements (EMRs), which set out the environmental and sustainability commitments that will be observed in the construction of the Proposed

Scheme. For more information on the EMRs please see Information Paper E1: Control of environmental impacts.

- 1.6 The Secretary of State for Transport is the Promoter of the Bill through Parliament. The Promoter will also appoint a body responsible for delivering the Proposed Scheme under the powers granted by the Bill. This body is known as the 'nominated undertaker'. There may be more than one nominated undertaker. However, any and all nominated undertakers will be bound by the obligations contained in the Bill, the policies established in the EMRs and any commitments provided in the information papers.
- 1.7 These information papers have been produced to explain the commitments made in the Bill and the EMRs and how they will be applied to the design and construction of the Proposed Scheme. They also provide information about the Proposed Scheme itself, the powers contained in the Bill and how particular decisions about the Proposed Scheme have been reached.

2 Overview

- 2.1 This information paper describes the arrangements that will be in place for ensuring security at worksites required for the construction of the Proposed Scheme.
- 2.2 Worksite security is an important part of the construction of the Proposed Scheme. A secure workplace means the nominated undertaker will be able to ensure that the activities necessary to build the new railway are carried out safely and effectively. Secure workplaces ensure the safety of those working within worksites, deter crime and protect the wellbeing of those living or working nearby.

3 Controlling access to worksites

- 3.1 Construction worksites will be under the control of a lead contractor, who will have a statutory duty to prevent unauthorised access to the site. Lead contractors will carry out site-specific assessments of the security and

trespass risk at each site and implement appropriate control measures in line with standards set by the nominated undertaker.

3.2 Contractors can prevent unauthorised access to sites in a number of ways, including, but not limited to:

- high perimeter fencing or hoarding where necessary for site security and public safety, placed so that public rights of way are maintained, or appropriately diverted;
- lighting at site perimeters;
- adequate security guards and patrols;
- CCTV and infrared surveillance and alarm systems where required;
- Biometric access control systems;
- communications initiatives for local schools to warn of dangers, and involving schools in responses to incidents involving their pupils;
- consultation with neighbours on site security matters;
- consultation with local crime prevention officers on security proposals for each site, with a regular liaison appointed to review the security measures and responses to incidents; and
- immobilisation of the plant out of hours, removing or securing hazardous materials, securing fuel storage containers and preventing unauthorised use of scaffolding to gain access to restricted areas and neighbouring properties.

4 Hoardings, fencing and screening

4.1 The perimeter of the worksites will be marked out either by hoardings, fences or specialist screens. As well as providing security, the perimeter will make the site as unobtrusive as possible to local surroundings and in some cases will act as a temporary noise barrier.

4.2 The following measures will be applied, as appropriate:

- keeping adequate fencing and hoardings in an acceptable condition to prevent unwanted access to the construction site, as well as providing noise attenuation and screening. This includes providing viewing points where appropriate;
- painting the side of hoardings facing away from the site and keeping them free of graffiti or posters;
- providing site information boards with out of hours contact details, a 24-hour telephone number, community information and information on the works programme at key locations;
- displaying notices on site boundaries to warn of hazards on site such as deep excavations, construction access, etc.;
- providing signage to indicate re-routed pedestrian/cycle paths;
- providing information on routes to alternative community facilities;
- displaying notices confirming that businesses whose access or view may be affected by construction works remain open and providing directions to them;
- maintenance of the protective fencing and/or specialist fencing (e.g. reptile fencing) used to protect environmentally sensitive features during construction; and
- retaining existing walls, fences, hedges and earth banks for the purpose of screening, as far as reasonably practicable.

4.3 The nominated undertaker will consider the character of the surrounding landscape and townscape when designing the hoardings around construction worksites and compounds. Ways in which the visual impact of hoardings can be reduced include:

- use of open mesh fencing where possible and appropriate in rural areas;
- solid hoarding in urban areas;

- use of artwork where appropriate; and
 - use of vegetation on hoardings in certain circumstances.
- 4.4 Where hoarding is required, it will be at least 2.4m high, but may up to 3.6m and possibly altered to enhance acoustic performance in specific locations. Further details will be included within the relevant Local Environmental Management Plans.
- 4.5 Temporary fences may be used in certain areas, such as for the short-term occupation of sites or at more remote locations.
- 4.6 Clear sight lines will be maintained around hoardings and fencing (with no hidden corners) to deter, as far as reasonably practicable, instances of anti-social behaviour and crime and to ensure safety of vehicles. Footways of adequate width to handle pedestrian flows will be provided with signs to ensure safe access around the site boundary. Lighting will be installed near hoardings.
- 4.7 Residents and businesses located close to hoardings will be consulted on their design, materials and construction to reduce impacts on the access to and visibility of their premises.
- 4.8 Hoarding and fencing in areas at risk of flooding will be permeable to floodwater, unless otherwise agreed with the relevant authorities. This will ensure that the fluvial floodplain and areas liable to other sources of flooding continue to store and convey floodwater effectively.
- 4.9 Fencing and hoarding will, as far as is reasonably practicable, not damage sensitive habitats, trees or hedgerows.

5 More information

- 5.1 More detail on the Bill and related documents can be found at www.gov.uk/hs2-phase2b-crewe-manchester.