



## Phase 2b Western Leg Information Paper

# D10: Maintaining access to residential and commercial property during construction

This paper outlines how access to residential and commercial property as a result of temporary interference with the highway will be maintained during construction works for HS2 railway, where the construction works require the temporary closure of highways.

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.

### **The Helpdesk can be contacted:**

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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 paper provides guidance on how access to residential and commercial property will be maintained where construction of the Proposed Scheme requires the temporary closure of highways.

2.2 For works in Scotland, the term 'highway' used in this document should be understood to mean 'road', 'footpath' or other route to which the public has lawful access as the context requires. Similarly, the term 'highway authority' should be understood to mean 'roads authority'.

2.3 This Information Paper should be read in conjunction with Information Papers D3: Code of construction practice, C8: Compensation code for compulsory purchase, C3: Land acquisition policy and D6: Inclusive design policy.

## **3 General provisions**

- 3.1 To construct the Proposed Scheme, it will sometimes be necessary to temporarily close or otherwise alter a highway, and temporarily divert traffic, pedestrians and/or other users.
- 3.2 HS2 Ltd's approach follows that of other large infrastructure projects. It reflects:
- the provisions of the Bill;
  - obligations on the Proposed Scheme as a result of the EMRs, which include the Code of Construction Practice (CoCP); and
  - provisions contained in the Compensation Code.
- 3.3 In summary, the general approach is to ensure that reasonable pedestrian access to premises abutting the highway is maintained. This will include a consideration of access for disabled people. Additionally, where reasonably practicable, vehicular access will be maintained.
- 3.4 These provisions will ensure that the safety and convenience of the travelling public are appropriately addressed during the design and construction of the Proposed Scheme.
- 3.5 This paper deals specifically with access arrangements.

## **4 Provisions in the Bill**

- 4.1 The Bill - paragraph 8(3) of Schedule 5 - states that the nominated undertaker must provide reasonable access for pedestrians going to and from premises abutting a carriageway, footway or other highway affected by works that the nominated undertaker carries out, if there would otherwise be no such access.
- 4.2 Paragraph 8(4) requires that where it is necessary to temporarily close a highway and it is listed in table 4 in Schedule 5, the nominated undertaker must consult the relevant highway authority prior to exercising the temporary closure powers.

- 4.3 Paragraph 8(5) states that the purpose of consultation is to ensure highway safety and, so far as reasonably practicable, to reduce inconvenience to the public.
- 4.4 Paragraph 8(6) states that, where the works involve the temporary closure of a highway not specified in table 4 in Schedule 5, the written consent of the relevant highway authority must be obtained.
- 4.5 Paragraph 8(7) states that consent from the highway authority must not be unreasonably withheld but may be given subject to such conditions as the relevant authority may reasonably require in the interest of highway safety or convenience.
- 4.6 Other provisions in the Bill relate to the provision of alternative highways prior to the stopping-up of highways. Further information is provided in Information Paper E4: Highways and traffic during construction: Legislative provisions.

## **5 The Code of Construction Practice**

- 5.1 The provisions of the Bill are reinforced by the CoCP, which requires the nominated undertaker to, where reasonably practicable, maintain public rights of way for pedestrians, cyclists and equestrians affected by the Proposed Scheme, including reasonable adjustments to maintain or achieve inclusive access. For further information please refer to Information Papers D3: Code of construction practice and D6: Inclusive design policy.
- 5.2 Traffic management plans will be produced in consultation with the highway and traffic authorities and emergency services. These will include, as appropriate, temporary and permanent closures and diversions of roads and public rights of way. Further details about traffic management plans are given in Information Paper E3: Management of traffic during construction.
- 5.3 Where hoardings affect access to, or obscure visibility of, businesses or community facilities, signs will be displayed to notify highway users that

the businesses remain open. The nominated undertaker will signpost diversionary routes to the businesses, and to alternative community facilities if a community facility is closed.

5.4 The nominated undertaker will communicate regularly with affected parties throughout the period of the construction works.

5.5 If residents or businesses are dissatisfied with this process, they can address their concerns to the independent construction commissioner. Please see Information Paper D4: Construction commissioner.

## **6 Further provisions regarding access**

6.1 Where reasonably practicable, vehicular access will be maintained to residential and commercial premises.

6.2 The nominated undertaker will ensure that people with restricted mobility, visual impairment or other disabilities continue to have access to services and buildings where such access and services are temporarily disrupted during the construction works.

6.3 Where the normal means of access must be diverted or blocked off, alternative safe routes for wheelchair users and people with ambulant disabilities will be identified, taking into account existing hazards and obstructions such as pavement kerbs and lamp-posts.

6.4 Where particular difficulties are identified, arrangements will be made on a case-by-case basis.

## **7 More information**

7.1 More detail on the Bill and related documents can be found at [www.gov.uk/hs2-phase2b-crewe-manchester](http://www.gov.uk/hs2-phase2b-crewe-manchester).