



Phase 2b Western Leg Information Paper

A1: Development of the Proposed Scheme

This paper outlines the historical development of the Proposed Scheme since 2012.

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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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 preparation of proposals for Phase Two of HS2 in 2012, of subsequent proposals for the acceleration of Phase 2a and the development of the Proposed Scheme.

2.2 Plans for a high speed rail network to link major cities in the north of England, Scotland, the Midlands and London were originally proposed in two phases; Phase One from London to the West Midlands; and Phase Two from the West Midlands to Leeds, and to Manchester via Crewe, as part of a Y-shaped network. Following reviews detailed in section 3 below, Phase Two was split into two smaller sections; Phase 2a from the West Midlands to Crewe, and Phase 2b from Crewe to Manchester and the West Midlands to Leeds. In 2020, in response to the Oakervee Review, plans for Phase 2b were further split into Eastern and Western Legs, with the Western Leg from Crewe to Manchester forming the Proposed Scheme.

3 Evolution of the Proposed Scheme

3.1 The key milestones in the evolution of the Proposed Scheme have been as follows:

- January 2009: HS2 Ltd is established. The company has a remit to provide advice to Government on options for a rail route from London to the West Midlands, stations and links to High Speed One (the railway between St Pancras in London and the Channel Tunnel) and the existing rail network. HS2 Ltd was also asked to examine the potential for extensions to Greater Manchester, West Yorkshire, the North East and Scotland;
- January 2012: the Secretary of State for Transport published the Command Paper “High Speed Rail: Investing in Britain’s Future – Decisions and Next Steps”, together with supporting documents. The Command Paper confirmed the Government’s intention to develop a Y-shaped high speed rail network. This Y network was to be brought forward in two phases, with powers sought initially for a London to West Midlands high speed line (known as Phase One);
- January 2013: Publication of “High Speed Rail: Investing in Britain’s Future Phase Two - the Route to Leeds, Manchester and Beyond”. The Secretary of State for Transport also announced the Government’s intention to proceed with the planning and design of Phase Two, and published initial preferred routes for Leeds and Manchester. Published alongside this was the initial preferred scheme sustainability summary, the initial preferred route plan and profile maps. Also published was HS2 Ltd’s March 2012 advice to Government:
 - options for Phase Two of the high speed network;
 - options for Phase Two of the high speed network appraisal of sustainability;
 - record of stakeholder engagement for Phase Two of the High Speed Rail network;

- HS2 cost and risk model report;
 - options for Phase Two of the high speed rail network approach to design;
 - three Phase Two engineering options reports (West Midlands to Manchester, West Midlands to Leeds and Heathrow); and
 - selecting an initial preferred scheme for HS2 Phase Two refinement work since March 2012.
- July 2013: Launch of public consultation on the proposed route for Phase Two detailing the route from the West Midlands to Manchester, Leeds and beyond. Consultation documents included supporting technical information (including maps), the Sustainability Statement and quick reference factsheets;
 - October 2013: Publication of the Economic Case for HS2 and Strategic Case for HS2;
 - November 2013: The Secretary of State for Transport announced that Sir David Higgins had been tasked with reporting on how to reduce the cost of HS2; how its benefits could be delivered earlier and at a lower cost; and how to ensure that HS2 delivers benefits like jobs and growth;
 - March 2014: Publication of “HS2 Plus” – a report by David Higgins, which recommended the accelerated delivery of the Phase 2a route from the West Midlands to Crewe;
 - October 2014: Publication of “Rebalancing Britain: From HS2 towards a national transport strategy”, a second report by the Chairman of HS2 Ltd Sir David Higgins. This highlighted the need for greater consideration of transport connectivity across the north of England. It described HS2 as a new spine for the national rail network, and as an important catalyst for a national transport strategy;
 - November 2016: A number of reports and documents were published, including:

- HS2 Phase Two Response to HS2 Phase Two Consultation: Appraisal of Sustainability (Question 7). This report provided an HS2 Ltd response to feedback from question 7 of the Phase Two consultation, regarding the Appraisal of Sustainability; The Government also published High Speed Rail: Investing in Britain's future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond consultation response analysis report by Ipsos MORI. This reported on the outcome of the consultation on the proposed route for Phase Two;
- Public consultation on route refinement for the Crewe - Manchester and West Midlands - Leeds sections of HS2.
- July 2017: Alongside the introduction of the Phase 2a Bill to Parliament, the Department for Transport and HS2 Ltd published:
 - "High Speed Two: From Crewe to Manchester, West Midlands to Leeds and beyond Phase 2b Route Decision";
 - "Phase 2b Crewe to Manchester: 2017 route engineering report";
 - "High Speed Two Phase 2b Crewe to Manchester and West Midlands to Leeds Route refinements: HS2 Ltd's advice to Government" and;
 - The Strategic Outline Business Case for Phase 2b, covering the Strategic, Economic, Financial, Commercial and Management cases for the Proposed Scheme.
- October 2018: Publication of the HS2 Phase 2b Working Draft Environmental Statement and Working Draft Equality Impact Assessment Report, and launch of a consultation on these documents.
- June 2019: Launch of the first Design Refinement Consultation on Phase 2b, covering 11 changes to the route and works.
- February 2020: Publication of the Oakervee Review, an independent review chaired by Douglas Oakervee, which examined the evidence

base for HS2 and made recommendations to the Prime Minister, the Secretary of State for Transport and the Government. Following the Oakervee Review, the Government decided to separate Phase 2b, bringing forward the legislation for the Crewe – Manchester section as a hybrid Bill in January 2022.

- October 2020: Launch of the second Design Refinement Consultation, covering four changes on the Crewe – Manchester route, including the addition of a depot at Annandale, in Dumfries and Galloway. Alongside this, the Government’s response to the consultation on the Crewe – Manchester elements of the first Design Refinement Consultation was published.
- November 2021: Publication of the Integrated Rail Plan, which confirmed the Government’s intention to proceed with the High Speed Rail (Crewe – Manchester) Bill.
- January 2022: Deposit of the Bill, along with the ES and associated documents.
- June 2022: Parliament agreed the principle of the Bill at Second Reading and agreed to remove the “Golborne Link,” the originally proposed connection between HS2 and the West Coast Main Line, from the Bill.
- July 2022: Deposit of an Additional Provision, containing a set of proposed scheme refinements requiring changes to the Bill. A summary of the changes is set out in paragraph 10.15 below. The removal of the Golborne Link is taken into account in the supplementary environmental statement which was deposited at the same time as the Additional Provision, although the removal of the Golborne Link does not form part of the Additional Provision itself. Amendments to the Bill to effect the removal of the Link will be tabled with the Select Committee as Bill amendments in due course.
- July 2023: Deposit of the second Additional Provision, containing a set of proposed scheme refinements focused on the northern end of the

route, requiring changes to the Bill. A summary of the changes is set out in paragraph 10.16 below.

3.2 At each stage in the development of the Proposed Scheme the design, cost, construction and operational feasibility have been examined in more detail, in parallel with the development of the economic and environmental appraisals and preparation of mitigation packages. As the work has progressed, stakeholder and community consultation has increased. There have also been continuous discussions with public and private agencies and affected property owners on topics that affect them directly. Where feasible, comments received during these engagement activities have resulted in changes being made to the proposals.

4 Requirements, objectives and selection criteria

4.1 The design of HS2 has been developed in pursuit of Government's objectives for rail capacity, connectivity and sustainability. As set out in the Strategic Case the objectives for the Crewe – Manchester section of HS2 are to:

- connect the largest economic regions and cities across the UK, through the provision of a step change in connectivity and capacity;
- enable significant enhancements to the conventional rail network across the North-West and North, freeing up much needed capacity on key bottlenecks as well as providing critical infrastructure to allow the delivery of NPR and new Metrolink routes;
- support development and regeneration across the North-West through the alignment to and support of local authority growth strategies, enabling the development and transformation of key sites at Manchester Piccadilly and Manchester Airport;
- support government plans to build back better through the direct and indirect expansion of investment in the development of technical skills needed to bring the UK in line with other leading economies; and

- provide a sustainable long-term transport solution that supports the UK's net zero carbon target and aims to provide a net 10% gain in biodiversity, alongside economic prosperity.

Option selection criteria

4.2 HS2 Ltd has been preparing and refining proposals for a new high speed line from London to the West Midlands and the north of England since the beginning of 2009. At the same time the government has been considering and comparing the emerging HS2 network with the strategic alternatives. In both strands of work a wide range of options were studied, and these were assessed against selection criteria derived from three sources:

- the government's transport and economic objectives to provide for long-term demand;
- The Treasury Green Book requirements to ensure that public funds are spent on activities that provide the greatest benefits to society, and that they are spent in the most efficient way; and
- national sustainability objectives and environmental policies and requirements.

4.3 More information on the consideration of alternatives can be found in Information Paper A4: Consideration of alternatives, and in the Environmental Statement Volume 5.

5 Remit and approach

5.1 The remit to HS2 Ltd for Phase Two was set out in a letter from the Secretary of State for Transport on 11 January 2012, which stated:

5.2 "HS2 Ltd should continue its current work on developing routes from the West Midlands to Leeds, with a connection to the East Coast Main Line (ECML), and to Manchester, with a connection onto the West Coast Main Line (WCML), and a spur to Heathrow. It should report to me on this work, to include appropriate engineering designs and sustainability appraisal

and the implications for the whole Y network. HS2 Ltd should prepare materials and provide advice to develop and inform my intended informal consultations necessary to develop this phase of the Government's proposals for high speed rail."

5.3 The advice in response to this remit was set out in the 2012 report "Options for Phase Two of the high speed rail network". This report sought to meet the remit by setting out:

- station options for each of the remitted cities and regions and Heathrow;
- consideration of providing access to the major airports in these regions, with Manchester Airport the most significant consideration;
- line of route options from the West Midlands to Manchester and from the West Midlands to Leeds and a spur from the Phase One route to Heathrow;
- connections to the WCML and East Coast Mainline (ECML) including how Scotland will be served from the Phase Two connections;
- options for serving cities and regions off the base high speed rail network;
- proposed locations for train maintenance facilities and stabling;
- appropriate engineering, sustainability, economic and social appraisals; and
- a re-confirmation of the technical specification for high speed rail.

5.4 The Government considered this advice and used it to inform the decision on an initial preferred route.

6 Technical specifications and train speeds

6.1 HS2 Ltd developed a technical specification for the design and operation of the railway based on factors such as ensuring a safe and secure network and compliance with European and UK national railway

standards. These technical specifications were reviewed as the design developed. The most significant element of the technical specification that affects the choice of the HS2 route is the maximum design speed, as any curves in the line need to be shallower for higher speeds and this requirement could reduce the scope for modifying the alignment locally, for instance to avoid environmentally sensitive areas.

6.2 HS2 has been designed for speeds of up to 250mph (400kph). When it comes into operation, the trains will run at speeds of up to 225mph (360kph), a speed similar to routes being developed elsewhere in Europe for which there is proven technology.

7 Development of Phase Two

7.1 At Bill deposit, the route proposals from the West Midlands to Manchester included:

- A station to serve Manchester City Centre;
- An interchange location providing access to the major airports in this region;
- A connection to the WCML at Golborne; and
- provision of Infrastructure Maintenance and Rolling Stock Depots.

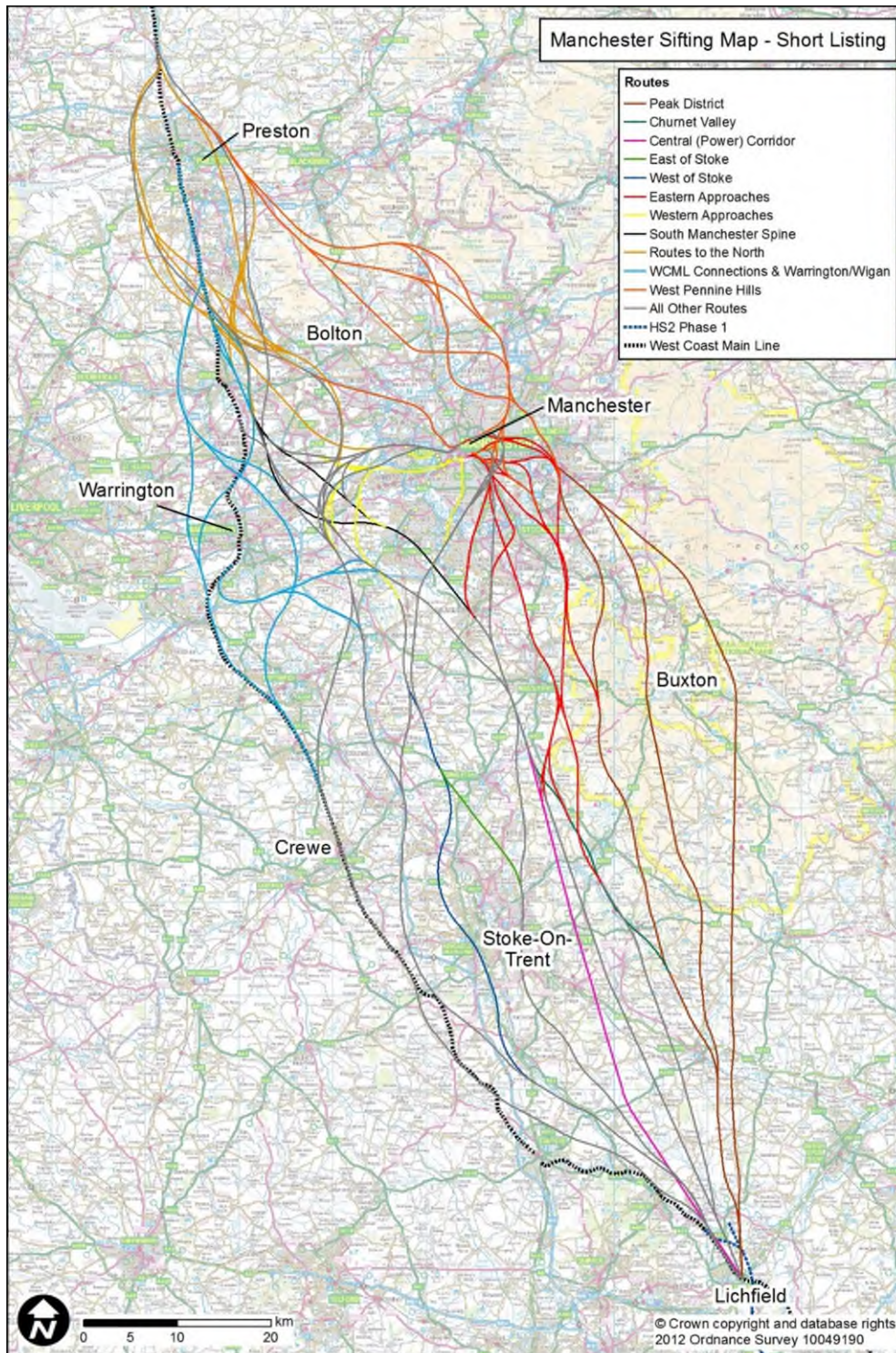
7.2 Early designs of the line of route in this area suggested that the best corridors for the route between Lichfield and Manchester were those that passed Crewe. This was for a number of reasons such as regional connectivity, shorter journey times to key markets in Manchester and the North, and fewer sustainability impacts (demolitions and engineering complexities).

7.3 Figure 1 below shows the range of route corridors that were considered for the route between the West Midlands and Manchester. These route corridors included those past Crewe, routes through Stoke-on-Trent and routes through the Peak District/Churnet Valley. Route corridors through Stoke-on-Trent and the Peak District were dismissed for reasons including

a reduction in benefits, less regional connectivity, sustainability impacts and engineering challenges.

- 7.4 Those routes coloured and listed in geographical groupings in Figure 1 were not short listed for further development. Those shown in grey and listed as “All Other Routes” were taken forward to a shortlisting stage.

Figure 1: Manchester routes short listing options



7.5 The route corridors for the Phase Two route in this area were refined further into two main corridors between Lichfield and Newcastle-under-Lyme, and three main corridors between Newcastle-under-Lyme and Manchester. In addition, consideration was given to the requirement to access stations in Manchester city centre at the northern end of the route alignments.

- 7.6 The full detail on the route corridors and alignments considered is set out in the High Speed Rail (Crewe to Manchester) Environmental Statement.
- 7.7 Following the advice given by HS2 Ltd to the Secretary of State on the route options outlined above, a decision was taken on the alignment of the route. The Preferred Route between the West Midlands and Manchester was announced by the Secretary of State, and a consultation was undertaken by HS2 Ltd in 2013 to ensure the public were given the opportunity to share their views on the route.
- 7.8 Following the recommendation by the then Chairman of HS2 Ltd Sir David Higgins to bring the benefits of HS2 earlier to the North, the Western Leg of Phase 2 was split. The section of HS2 from Lichfield to Crewe became known as Phase 2a. The legislation for Phase 2a was accelerated while proposals for Phase 2b were finalised.

8 The Oakervee Review

- 8.1 The Department for Transport announced in 2019 that (now Sir) Douglas Oakervee would chair an independent review of HS2. The review was asked to assemble and test all the existing evidence in order to allow the Prime Minister, the Secretary of State for Transport and the government to make properly-informed decisions on the future of HS2.
- 8.2 The Oakervee Review was published in 2020 and recommended continuing with HS2 Phase 2b, while noting the scale of the Government's plans:
- 8.3 "Given its large scope and that it is still in a design phase, before the Bill has been deposited, there may be opportunities for changes to be made to the Phase 2b scheme to increase benefits or deliver them sooner, and potentially reduce costs and negative impacts.
- 8.4 Phase 2b is the largest section of HS2, currently designed at 53 miles for the Western Leg from Crewe into Manchester and to the WCML south of Wigan, and 123 miles for the Eastern Leg from Phase One into Leeds and

connections to the [Midlands Main Line] south of Chesterfield and [East Coast Main Line] south of York.”

8.5 The Review noted that:

8.6 “It would be worthwhile considering how best to break the current proposal down into parts and deliver sections sequentially as they become ready such as to deliver a phased programme of improvements, integrated with the conventional rail network and with [Northern Powerhouse Rail] and Midlands Engine Rail proposals.”

8.7 The Review also recommended that the Government:

8.8 “establish a further study to be completed by summer 2020 to develop an integrated railway plan embracing Phase 2b alongside an integrated railway investment programme for the Midlands and the North of England.”

8.9 In light of the Oakervee Review, the Government decided to separate the Western and Eastern Legs of HS2 Phase 2b. The Integrated Rail Plan confirmed the Government’s intention to bring forward legislation for the Crewe – Manchester section of HS2.

9 The Union Connectivity Review

9.1 In June 2020, the Prime Minister commissioned the independent Union Connectivity Review (UCR). The UCR, chaired by Sir Peter Hendy CBE, was tasked to assess the quality and availability of transport infrastructure between England, Scotland, Wales and Northern Ireland via road, rail, and air, and across the Irish Sea.

9.2 The Review highlighted that alternate connections between HS2 and the WCML could be more beneficial and reduce journey times in comparison to the proposed Golborne Link connection.

9.3 The Review recommended that the UK Government reduce rail journey times and increase rail capacity between Scotland and London, the Midlands and North West England by upgrading the West Coast Main Line

north of Crewe and reviewing options for alternative northerly connections between HS2 and the West Coast Main Line.

- 9.4 In light of the UCR, the Government decided to remove the Golborne Link from the Bill while taking the time to consider the most effective way to find the right balance between delivering the benefits, improving journey times, controlling costs and understanding the deliverability of alternatives.

10 The Proposed Scheme

- 10.1 The Proposed Scheme, for which powers are now sought in the Bill is described below. The Bill as deposited in Parliament in January 2022, but with the Golborne Link removed, is described first. This is followed by a list of the key proposed changes to the design of the Proposed Scheme since Bill deposit, which were deposited as Additional Provision 1 in July 2022.
- 10.2 The route of the Proposed Scheme will run from Crewe to Manchester, a total length 63km (38.5 miles). The route of the Proposed Scheme will begin to the south of the existing Crewe Station, south of the A500 Shavington Bypass where it will join the Phase 2a route of HS2. The Proposed Scheme will enter a tunnel beneath Crewe passing under the town, before emerging to surface level to the north of the B5076 Bradfield Road.
- 10.3 The Crewe Northern Connection will be provided to the north of Crewe tunnel to connect the route of the Proposed Scheme to the WCML and enable future NPR services to connect with HS2.
- 10.4 Crewe North rolling stock depot (RSD) and Crewe North infrastructure maintenance base – rail (IMB-R) will be located between the route of the Proposed Scheme and the WCML where they diverge to the east of Walley's Green. The RSD will serve as an operational and maintenance hub for HS2 rolling stock. The IMB-R will be an infrastructure maintenance facility and storage area for the Proposed Scheme. Reception tracks will

connect the RSD with the WCML, the route of the Proposed Scheme and the IMB-R.

- 10.5 The route of the Proposed Scheme will continue north passing between the towns of Winsford and Middlewich on a series of embankments and viaducts to the west of Lostock Green and east of Higher Shurlach, Rudheath, Lostock Gralam and Higher Wincham. The route will then cross over the M6 on a viaduct before diverging at Hoo Green where a short stub of railway would allow a future connection to the WCML and the main route will continue east towards Manchester. The Proposed Scheme also includes provision of a junction at this location, allowing for an improved future Northern Powerhouse Rail (NPR) London – Liverpool service.
- 10.6 The Proposed Scheme will continue in a north-easterly direction towards Manchester. Bearing east, the route will pass to the north-west of Rostherne Mere, and will run broadly parallel to the M56. The Proposed Scheme includes provision of a junction at this location to enable future NPR services between Manchester and Liverpool to connect to HS2. A maintenance base near Ashley will also be located adjacent to the route of the Proposed Scheme, which will be used to support railway maintenance.
- 10.7 Continuing in an easterly direction, the route will cross the Mid-Cheshire Line on a viaduct before heading northwards, passing beneath the M56, east of Warburton Green. The route will then continue to Manchester Airport High Speed station located adjacent to the M56 and north-west of Manchester Airport. Just beyond the proposed station, the route of the Proposed Scheme will enter a tunnel passing beneath south Manchester, re-emerging in the Ardwick area. A junction will be provided at this location to enable a future NPR route between Manchester and Leeds to connect to HS2.
- 10.8 The HS2 Manchester spur will rise onto an embankment before transitioning onto a viaduct terminating at the proposed Manchester Piccadilly Manchester High Speed station, a new six-platform terminus

station including provision for NPR, which will be next to the existing Manchester Piccadilly Station. The Proposed Scheme will include the relocation of the existing Piccadilly Metrolink stop beneath the Manchester Piccadilly High Speed station, realignment of existing Metrolink tracks and provision for a new Metrolink stop, called Piccadilly Central.

Works at Preston and Carlisle

- 10.9 The Proposed Scheme includes works to accommodate HS2 services at existing stations at Preston and Carlisle.
- 10.10 The works at Preston Station will include the extension of two existing platforms in order to allow 400m HS2 trains to call at the station, and reinstatement of a platform that is not currently used for passenger trains to be brought back into use to accommodate conventional passenger railway services. To provide lift and stair access for the public to the reinstated platform, luggage and passenger subways will be refurbished and reopened. A new footbridge will be provided between one of the existing platforms and the reinstated platform to provide further passenger access. In addition, there will be modifications to the track layout, signalling, overhead line equipment and other railway systems within the Preston Station area to facilitate the Proposed Scheme.
- 10.11 The works at Carlisle Station will also include the extension of two existing platforms, infilling of an existing platform and construction of a new platform, in order to allow 400m HS2 trains to call at the station. The provision of a new passenger lift via a new subway in an existing undercroft will provide access to the new platform and a new footbridge will provide further pedestrian access. In addition, there will be modifications to the track layout, signalling, overhead line equipment and other railway systems within the Carlisle Station area to facilitate the Proposed Scheme.

Annandale Depot

- 10.12 The Annandale depot will be located north of the B7076 and off the existing WCML, approximately 3km (1.9 miles) north-west of Gretna Green and approximately 2km (1.2 miles) south-east of Kirkpatrick-Fleming. The proposed Annandale depot location is within the local authority area of Dumfries and Galloway Council.
- 10.13 The Proposed Scheme at Annandale depot requires works for the provision of stabling and light maintenance facilities to accommodate up to 28, 200m long HS2 trains, that will serve destinations on the WCML predominantly starting or terminating in Carlisle, but also some from or for Glasgow. Infrastructure required includes an access to the depot and minor modifications to the track layout, signalling, overhead line equipment and other railway systems on the WCML to facilitate the Proposed Scheme. The depot will include a carriage washing machine plant, a maintenance shed for the servicing, cleaning and maintenance of passenger rolling stock, a stabling area where trains will be stored overnight and cleaned inside and workshops, offices and stores in a two-storey building.
- 10.14 An underpass beneath the depot will provide access by foot, including stairs and ramps to platforms and tracks. A surface car park will provide approximately 120 car spaces. Balancing ponds will provide necessary railway and highway drainage and a wastewater treatment plant will be constructed onsite.

Refinement of the route

- 10.1 This section lists the key changes made as part of the Additional Provision to the Bill on 6 July 2022:
- Realignment and extension of Crewe tunnel including associated works to vent shafts, headhouse buildings, overhead power lines and power supply;
 - Realignment and amendments to reception tracks at Crewe North rolling stock depot;

- M6 works including the provision of temporary traffic signals and the realignment of the M6 between junction 19 and junction 20;
- Realignment and extension of the viaduct at the A556 Shurlach Road and Winnington Wood;
- Modifications to road realignments and junctions, property or maintenance access and pedestrian and cycle path provision and diversions; and
- Landscape earthworks, landscape mitigation planting and surface water drainage.

10.2 A further set of key changes made as part of the second Additional Provision to the Bill on 6 July 2022 include:

- Temporary realignment of the M56 and permanent reconfiguration of Junction 6;
- Relocation of the Palatine Road vent shaft to The Hollies;
- Modifications to road realignments and junctions, property or maintenance access and pedestrian and cycle path provision and diversions; and
- Changes to works access routes and utilities diversions.

11 Interfaces with the Proposed Scheme

Interfaces between the Proposed Scheme and Phase 2a

11.1 The route of Phase 2a will include, and terminate at the end of, the retained cutting leading to Crewe tunnel southern porous portal, which will be constructed as part of the Proposed Scheme. The Proposed Scheme will continue in that tunnel underneath Crewe towards Manchester. Phase 2a also includes spurs connecting to the WCML south of Crewe and into Crewe Station.

Interface with Crewe Hub

- 11.2 Network Rail, working closely with the DfT, Cheshire East Council (CEC) and other stakeholders, is in the process of developing proposals for 'Crewe Hub', an enhanced transport hub at the existing Crewe Station. A consultation on Crewe Hub was launched at the same time as the Phase 2a Bill deposit, in July 2017. The outcome of the consultation was published in March 2018 and confirmed the Government's support for the Crewe Hub vision. The scope of the Phase 2a Bill was subsequently modified to support the proposals. The design changes included reconfiguration of the existing WCML tracks to the south of Crewe Station; and the alteration of Platforms 5 and 6 at Crewe Station to enable splitting and joining of HS2 trains.
- 11.3 The consultation response also indicated that a junction between the WCML and HS2 would be required north of Crewe Station to facilitate Crewe Hub. This junction is included in the Proposed Scheme as the Crewe Northern Connection.
- 11.4 Crewe Hub itself does not form part of the Proposed Scheme. It will be confirmed in due course how any necessary development consent would be secured for these emerging proposals, which would include an assessment of the environmental effects arising from Crewe Hub.
- 11.5 As the proposal for Crewe Hub has some status in local policy, the assessment presented in the Environmental Statement Volume 2, Community Area report: Hough to Walley's Green (MA01) treats it as a "committed development" for the purposes of considering cumulative effects. At this time, the Crewe Hub proposal is at an early stage of development and there is insufficient information on which to base a robust assessment of in-combination construction effects.

West Coast Main Line

- 11.6 The WCML will connect directly with Crewe North RSD.

Interfaces with Northern Powerhouse Rail

11.7 The proposed NPR interfaces on the Proposed Scheme are listed below:

- Crewe Northern Connection;
- London to Liverpool Junction;
- Manchester to Liverpool Junction;
- Manchester Airport High Speed station;
- Manchester Piccadilly High Speed station; and
- Manchester to Leeds Junction.

11.8 For more information, see Information Paper A3: Northern Powerhouse Rail interfaces on the Phase 2b Western Leg.

12 More Information

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

References

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