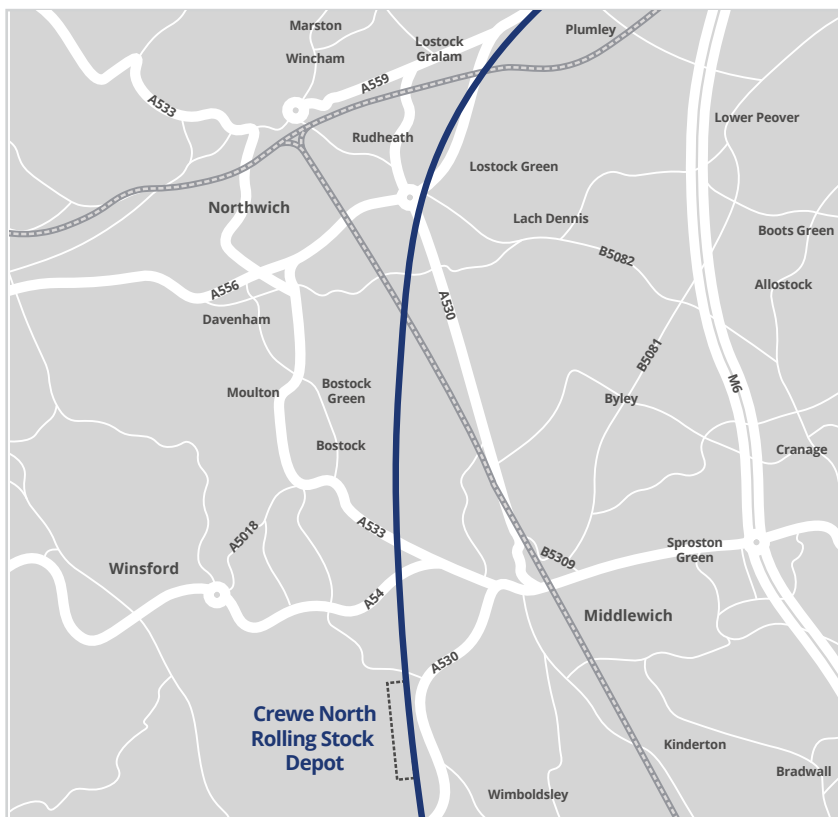


## In your area



### Wimboldsley to Lostock Gralam | MA02



In this booklet you can find information about:

- The proposals in your area
- The Western Leg hybrid Bill
- Ground investigation (GI) works
- Jobs, skills and education

#### Key

-  HS2 Phase 2b overground
-  Existing trainline

## Introduction

We've produced this booklet to provide you with information about our proposals for the Western Leg of HS2, between Crewe and Manchester.

Plans for the Western Leg of HS2 Phase 2b would see the dedicated high-speed network extend from Crewe to Manchester and serve new high-speed stations at Manchester Airport and Manchester Piccadilly.

HS2's trains will also join the West Coast Main Line and serve towns and cities en route to Scotland. This will provide more people across the North-West, and in Scotland with direct access to new low carbon high speed rail services.



In line with its commitment to build back better and deliver economic benefits and improved transport links to the North quicker, the UK Government has instructed us to proceed with the development of legislation for the Western Leg of Phase 2b as a priority. The UK Government intend to submit a hybrid Bill between Crewe and Manchester, with a connection to the West Coast Main Line (WCML) to serve towns and cities en route to Scotland, in early 2022, or sooner if possible.

This is subject to the outcome of the UK Government's Integrated Rail Plan (IRP), due to be published shortly, which will look at how to deliver HS2 Phase 2b, Northern Powerhouse Rail, Midlands Rail Hub and other rail programmes better and more effectively.

## In your area

Since our update last year – alongside the Western Leg Design Refinement Consultation, which included proposals for a new railway junction between HS2 and the WCML to allow high speed services from the south to call at Crewe Hub Station and then rejoin the HS2 line north of Crewe, as well as modified designs for the Crewe North Rolling Stock Depot – we have been working on finalising our designs between Wimboldsley and Lostock Gralam.

The main features of the design in this area, which haven't changed since our last update, would be:

- A 14.6km section of the HS2 mainline;
- A grade-separated railway junction at Crewe\*, linking the new HS2 railway to the WCML and facilitating future Northern Powerhouse Rail connections on the London-Liverpool route and enabling high speed services to stop at Crewe;
- A Crewe North infrastructure maintenance base\*, which would be used to support the maintenance of the new HS2 railway and structures;
- The Crewe North rolling stock depot\*, for the stabling and maintenance of the new HS2 trains.

\* Subject to the Government's response to the feedback received during the 2020 Western Leg Design Refinement Consultation.

The Minister of State for Transport's response to the feedback received during the Western Leg Design Refinement Consultation will be published in the coming weeks.

"We very much recognise the incredible opportunity a confirmed HS2 arrival will have in Cheshire east and across the wider region.

"Crewe is at the very heart of this campaign and is a key link between northern Powerhouse Rail, HS2 and the West Coast Mainline. HS2 is vital to help unlock the transformational regeneration opportunities and the significant economic benefits to the North, Wales and Midlands.

"Local residents across the region will benefit from the increased rail capacity that HS2 provides; taking heavy traffic off our local road network and enabling new improved local rail passenger services."

**Craig Browne,**  
**Deputy Leader of**  
**Cheshire East Council**

### Further help and advice

If you want to find out more about our proposals in this area, or view the designs, visit our website: **[hs2.org.uk/phase-2b](https://hs2.org.uk/phase-2b)**.

Alternatively, you can contact our Helpdesk team who are available all day, every day, using the details provided at the end of this booklet.

# The Western Leg hybrid Bill

A hybrid Bill is draft legislation promoted by Government in Parliament to secure powers to construct and operate major infrastructure projects of national importance. Previous hybrid Bills include those leading to the Channel Tunnel Rail Link Act 1996 (High Speed One) and the Crossrail Act 2008. Hybrid Bills have also been approved for Phase One of HS2 (London to the West Midlands) in 2017 and Phase 2a (West Midlands to Crewe) in 2021, and both schemes are now underway.

Documents published alongside the Bill will include:

- an Environmental Statement (ES), which will report the results of an Environmental Impact Assessment (EIA), carried out to identify the impacts of the scheme and describe how they would be managed;
- draft Environmental Minimum Requirements which set out the environmental and sustainability commitments that will be observed during the construction phase, for example a draft Code of Construction Practice;
- Parliamentary Plans and Sections showing the works and land required for the construction and operation of the Proposed Scheme;
- a Book of Reference detailing the land interests affected; and
- an Estimate of Expense which will set out the costs.

Changes to hybrid Bills during their passage through Parliament aren't unusual and can be made as a result of:

- design development;
- new information being received;
- engagement and discussions with affected individuals and stakeholders; or
- changes introduced during the Parliamentary process.

## Formal consultation on the ES

People will have an opportunity to provide their views on the environmental impact of the scheme through a formal public consultation on the Environmental Statement. The consultation will be run by Parliament shortly after the deposit of the Bill.

Those who feel strongly about the Bill, or project in principle, have the same opportunity to influence Parliament as they would on any other Government Bill and can contact their MP or a member of the House of Lords to raise an issue on their behalf.

## Petitioning

In due course, those whose property or interests are 'directly and specially affected' by the proposals in the Bill may submit a petition against it in the House of Commons and/or the House of Lords. Guidance on petitioning will be made available by Parliament in advance of the petitioning period.



Further information is available in the HS2 'Hybrid Bill process' factsheet, which can be found on our website at [hs2.org.uk/phase-2b/factsheets](https://hs2.org.uk/phase-2b/factsheets)

Alternatively, if you need help understanding what this means for you, you can contact our Helpdesk using the details at the end of this booklet, or register to join one of our webinars at [hs2.org.uk/events](https://hs2.org.uk/events).

## Ground investigations

Beginning this summer, our contractors Balfour Beatty will be carrying out a programme of early ground investigation (GI) works at key locations along the route of the Western Leg of Phase 2b.

GI is carried out to gather information about the soil, rocks, and groundwater below the surface, and is necessary for us to progress our designs and build the new railway safely and efficiently.

The forthcoming GI works will involve a range of techniques. Non-intrusive work will involve using ground penetrating radar to help build-up a digital picture of what is underground, including power supplies and water pipes. Intrusive investigation work, such as drilling into the ground for samples for testing, will also be undertaken.

These investigations recognise the geotechnical challenges particular to mid-Cheshire. GI work is also taking place along the entire route of the Manchester tunnel to better understand the ground conditions and inform the final design of the scheme.

We'll continue to talk to individuals and stakeholders to ensure everyone is informed before work begins in their area.



Ground investigation works on the Phase 2b Western Leg. © HS2 Ltd





Preet Kaur Gill MP (second left) meets HS2 engineers in Birmingham. © HS2 Ltd

## Jobs, skills and education

HS2 is much more than just a railway - it's also a catalyst for growth; revitalising the country, creating new opportunities for jobs and skills, regenerating towns and cities, and bringing us closer as a nation.

The construction of HS2 will also show the very best of British skills, innovation and ambition. 95 per cent of contracts are going to UK-based businesses; 60 per cent with small- and medium-sized businesses (SME) and over 1,000 direct SME contracts.

We are delivering a programme of skills, education and employment activities to meet the requirements to build the railway and leave a legacy of a highly-skilled and diverse workforce.

The scale of the project means it provides a unique opportunity for engaging young people and promoting transport infrastructure related careers. As a result, we are committed to stimulating interest in STEM subjects (science, technology, engineering, and mathematics), supporting the priorities outlined in the UK Government's Transport Infrastructure Skills Strategy (TISS) 6.

We will achieve this via our dedicated Education Programme and by working in partnership with our supply-chain to engage with a wide range of education providers.

If you are looking for a new career, please visit our website at [hs2.org.uk/careers](https://hs2.org.uk/careers)



**30,000**

people to design and build the railway



**2,000**

apprentices on their first career steps or retraining



**95%**

contracts awarded to UK-based businesses

# Keeping you informed

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](http://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](http://www.gov.uk/government/collections/hs2-ltd-residents-commissioner)

You can contact the Commissioner at: [residentscommissioner@hs2.org.uk](mailto: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](mailto: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](http://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](http://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 via the helpline. For more details on our complaints process, please visit our website: [www.hs2.org.uk/how-to-complain](http://www.hs2.org.uk/how-to-complain)

## Contact us

If you have any questions about this document, please get in touch.



**24/7 freephone** 08081 434 434



**Minicom** 08081 456 472



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

Write to

**High Speed Two (HS2) Limited**  
**Two Snowhill**  
**Snow Hill Queensway**  
**Birmingham B4 6GA**

**Website** [www.hs2.org.uk](http://www.hs2.org.uk)

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