HS2 – SANDBACH
18.7.17

Below is the information taken from the Environmental Statement deposited today and attached maps detail where the works will take place.

Extract from the Environmental Statement

Modifications will be required to the Crewe to Manchester railway line (part of the WCML) infrastructure at two locations between Crewe and Manchester. These are required to make best use of existing capacity while maintaining operational flexibility on the existing railway as a result of operation of the Proposed Scheme.

Sandbach Station area

The works extend across approximately 1.5km of the railway, from approximately 1.2km south-west of Sandbach Station to 300m north-east of Sandbach Station. Sandbach Station is located to the west of Sandbach, at Elworth. To the west of the station is a residential area extending south to the point at which Sandbach Footpath 46 crosses over the existing railway on a footbridge. Further south of Footpath 46 and to the west of the proposed works, the land use is primarily industrial.

All works will be contained within the corridor of the existing railway. Rookery Bridge Road Rail Access Point satellite compound (an existing Network Rail compound adjacent to the railway) and Sandbach Station satellite compound, located within Sandbach Station car park, will be used to manage the works. As this car park, although it permits 24 hour parking, is used mainly for daytime commuter parking, the compound will be used at night only during the week and during weekend rail possessions, when no train services are running and the car park is less likely to be used. Plant and equipment will only be kept at the Sandbach Station satellite compound during periods of construction. At all other times, plant and equipment will be removed so that all parking spaces are available for use. Rookery Bridge Road Rail Access Point satellite compound will be operational for seven months and Sandbach Station satellite compound will be operational for eight months. Further details on these compounds are provided in Table 2.

Construction materials and equipment will be predominantly brought in and removed by rail, although access by road (using the A553 London Road and the B5079 Station Road) will also be required.

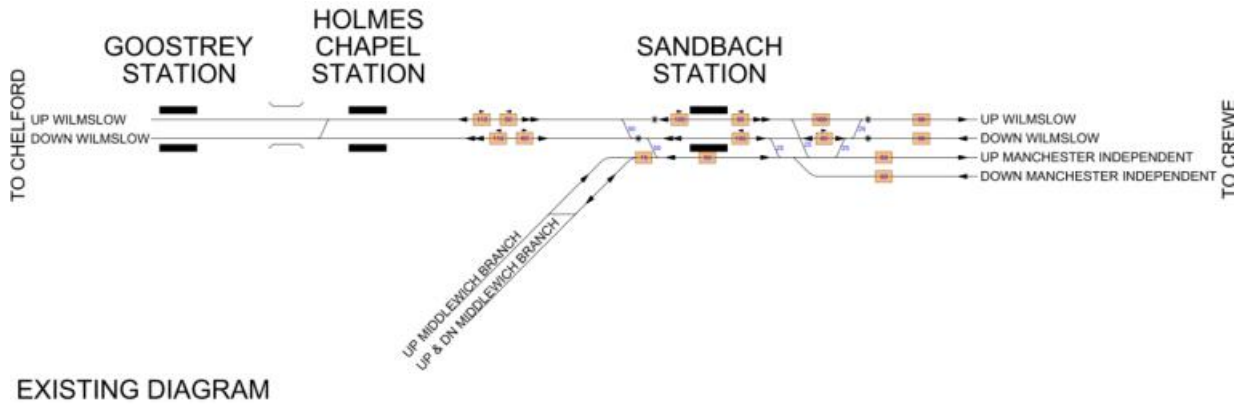
Proposed works around Sandbach Station

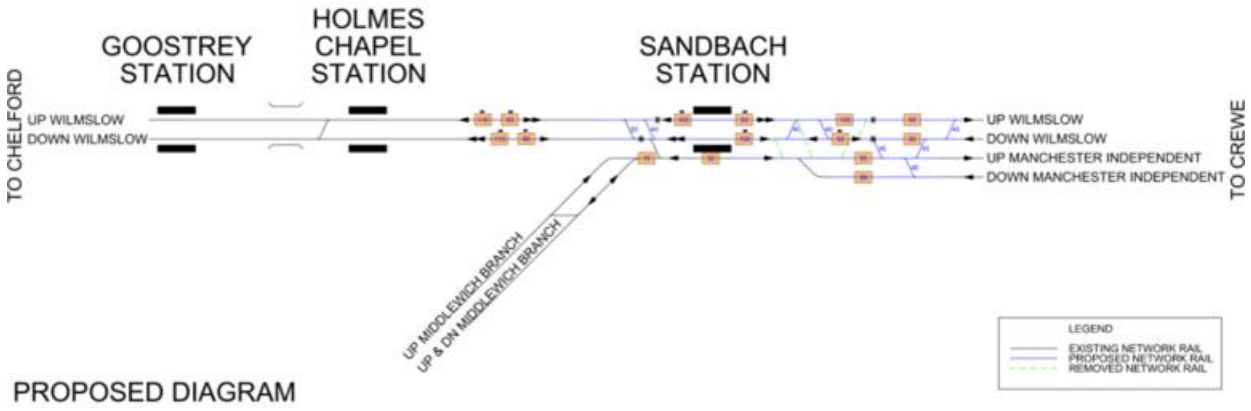
Works are required to the track layout around Sandbach Station to enable the efficient use of the railway by HS2 services, which also use the Phase 2a route, south of Crewe. The track layout will be re-configured to improve speeds at which trains can travel through crossings and to ensure that parallel movements are possible for trains travelling in opposite directions using Platform 2 and Platform 3. Works will also enable either Platform 2 or Platform 3 to be used for regulating stopping services (that is, those stopping at Sandbach and other stations).

As part of these works, there will be a need for a minor realignment of the existing tracks to accommodate additional crossings. The works involve the removal of five crossings and the re-laying of seven crossings. Installation of new crossings typically requires removal and replacement of rails, sleepers and ballast on top of the existing formation. Construction of the new crossings requires modifications to the existing rail systems, including new or relocated signalling, overhead line equipment and other associated railway assets.

Figure 4 illustrates the existing track layout at Sandbach Station and the proposed track layout with the realignment of tracks and amended crossings.

Figure 4: Schematic diagram of existing and proposed track layout at Sandbach Station





None of the proposed works around Sandbach Station will require changes to the width of the existing railway corridor. The vertical track alignment will be subject to minor adjustments to improve the geometry of the tracks, increasing the speed at which trains can travel through the crossings from 25mph to 40mph.
In order to modify the existing overhead line equipment, it will be necessary to raise the existing steel pedestrian overbridge Number 18 (Sandbach Footpath 46) by approximately 1m. The footbridge will be closed for approximately three months, during which period users will be able to cross the railway via the A533 London Road bridge via a diversion that is approximately 220m longer than the existing route.
The location of the works around Sandbach Station is shown in Volume 4 Map Book: Maps CT-06-244 and CT-06-245.

Operational train services around Sandbach station and at Maw Green

Once Phase 2a is operational, there are likely to be three HS2 trains per hour in each direction using the Crewe to Manchester railway line through Maw Green and Sandbach. This corresponds to a maximum of two additional HS2 trains in each direction over and above the HS2 trains assessed in Volume 4 of the HS2 Phase One ES. These trains will replace the existing conventional fast services. Once HS2 Phase 2b is operational, HS2 trains will use the Phase 2b infrastructure to reach Manchester Piccadilly Station, instead of this route.
At Sandbach, there will be some alterations to the timing of existing conventional rail services on the Crewe to Manchester line, although it is expected that they will continue to operate at current frequencies with the same station calling patterns. HS2 trains will not stop at Sandbach Station. Certain freight trains may have to wait at Sandbach for a path to Manchester.

Construction of the modifications

All construction works will be undertaken only during track possessions. The works will take place over a period of up to two years. The nature of the works, and the constraints of working on the existing operational railway, means that construction work will not be continuous and will be undertaken using a phased approach.
Construction works in each particular location will be carried out over identified weekend and night-time periods. There will be a limited number of weekend track possessions required around Sandbach Station to install the crossings and a track possession (predicted to be four days) to install the overhead line equipment for the crossings. A further long track possession (predicted to be nine days) will be required to complete the removal and installation of the crossings and signals.
A track possession (predicted to be four days) will be required to raise the existing steel pedestrian overbridge Number 18 (Sandbach Footpath 46) and carry out the associated works on the abutments.

The majority of construction materials will be transported by rail.
HGV two-way movements to and from the construction compounds will be required mainly for transport of small plant, such as site working cabins and construction machinery, and will be occasional rather than frequent during the construction period. As a reasonable worst case, there will be an average of 22 two-way HGV movements per day for the four compounds combined, during the peak month of construction activity. It is predicted that eight of these two-way movements will be to the Tommy's Lane satellite compound, six two-way movements will be to the Sandbach Station satellite compound, six two-way movements will be to the Rookery Bridge Road Rail Access Point satellite compound and two two-way movements to the Crewe Retail Park satellite compound.