

## Appendix G

### Response to HS2 consultation questions

The HS2 consultation documentation is available on the internet here:

[http://assets.hs2.org.uk/sites/default/files/consultation\\_library/pdf/P2C01\\_Phase%20Two%20Consultation%20Document.pdf](http://assets.hs2.org.uk/sites/default/files/consultation_library/pdf/P2C01_Phase%20Two%20Consultation%20Document.pdf)

The questions that HS2 have asked in this consultation are shown in the boxes below, numbered by roman numerals as shown in the consultation document. The County Council response given immediately below each question.

(i) Do you agree or disagree with the Government's proposed route between the West Midlands and Manchester as described in Chapter 7? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the West Coast Main Line.

#### A1 **Key Principles of HS2**

Leicestershire County Council recognises the need to increase capacity in the national rail network both to meet the demand for passenger and freight services and to support economic growth. The principle of providing the additional capacity requirements by constructing new links capable of accommodating high speed services between London, the Midlands and Northern England is supported. We are of the view however that a route between the West Midlands and Leeds which generally follows the A38 and M1 corridors with a station at Derby to serve the East Midlands is preferable to the proposed route via Toton. A station at Derby is more readily served by connecting public transport based on enhancements to existing bus and rail services. It would also provide better regeneration benefits to Derby and Leicester without detriment to Nottingham.

Although this remains our view, we recognise that the Secretary of State has previously rejected this option in favour of the route now proposed. Should Parliament decide to proceed with the Eastern Arm of HS2 on the basis of the current proposals with a new East Midlands Hub station at Toton, the following principles and conditions should be applied to its development to ensure that the economic potential of the scheme is realised whilst minimising the detrimental effect on local communities and the environment arising from its construction and operation.

Leicestershire County Council subscribes to and endorses the response submitted by the East Midlands Councils as agreed at the Executive Board Meeting on 6 December 2013, The papers for this meeting are on the EMC website here,

[http://www.emcouncils.gov.uk/write/Executive Board Papers - 06.12.13.pdf](http://www.emcouncils.gov.uk/write/Executive_Board_Papers_-_06.12.13.pdf)  
(item 6).

- (ii) Do you agree or disagree with the Government's proposals for:
- A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7)?"
  - An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6)?"

A2. No comment.

(iii) Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

**A3. Additional Stations**

The station proposed as part of Phase 1 at Birmingham Interchange is well located to serve the National Exhibition Centre (NEC), Birmingham International Rail station and Birmingham Airport as well as providing connection facilities between HS2 trains. An interchange facility with the existing Leicester - Birmingham line would extend the benefits of a station at this location to passengers travelling between points on the HS2 network and stations in south and east Leicestershire, Northamptonshire and East Anglia. This is discussed further in response to question 8.

(iv) Do you agree or disagree with the Government's proposed route between West Midlands and Leeds as described in Chapter 8? This includes the proposed route alignment, the location of tunnels, ventilation shafts, cuttings, viaducts and depots as well as how the high speed line will connect to the East Coast Main Line.

**A4. Proposed route between West Midlands and Leeds**

Although an alternative route via Derby as described in this response to question 1 is considered by Leicestershire County Council to be a superior option, the principle of adopting a route to follow existing transport corridors is supported. The proposed route will have a significant impact on the landscape, communities and wildlife in North West Leicestershire, not only in terms of its noise, severance and visual effect, but also during its construction. Its detailed design must be sensitive to local concerns, taking particular care to harmonise it with the landscape.

The decision to modify earlier proposals to avoid jeopardising development of the proposed inter-modal freight terminal by extending the tunnel under East Midlands Airport is strongly supported. The current proposals however continue to threaten regeneration proposals at Measham and the Lounge Disposal Point site near Ashby de la Zouch. A means of overcoming these concerns by minor refinements to the route or other protective measures should be investigated.

(v) Do you agree or disagree with the Government's proposals for:

- a. A Leeds station at Leeds New Lane as described in Chapter 8 (sections 8.8.1 – 8.8.5)?
- b. A South Yorkshire station to be located at Sheffield Meadowhall as described in Chapter 8 (sections 8.5.1 – 8.5.8)?
- c. An East Midlands station to be located at Toton as described in Chapter 8 (sections 8.3.1 – 8.3.6)?

**A5(a) No comment**

**A5(b) No comment**

**A5(c)** Analysis undertaken by HS2 indicates that a Hub Station Toton provides greater economic benefits to the East Midlands region than any single city centre location. Certainly a station in the vicinity of the convergence of existing rail links to Derby, Leicester and Nottingham is a logical choice for the route as proposed. Effective direct heavy rail access to the city centre stations at Derby, Leicester and Nottingham is however vital to the economy of these commercial centres. It is noted that the location at Toton is not on any existing passenger line and uncertainty remains as to how HS2 and classic rail services will co exist in the area. A number of options for providing interconnectivity at Toton between HS2 and the existing rail network have been identified in studies by Ove Arup & Partners on behalf of EMC, and by Network Rail. These studies should continue with the objective of ensuring that the potential benefits to the region of HS2 can be fully realised whilst improving the levels of service currently provided on the existing network.

However good the rail connections to Toton (and they should be of the highest quality), many passengers will access Toton by road, either by choice or necessity. Road networks in the area can be anticipated to come under heavy pressure, not only in the immediate vicinity of Toton, but over a wide area from passengers attracted by the faster journey times to destinations currently beyond reach. It is important that the resources and expertise of the region's highway authorities are harnessed to investigate identify and address the implications arising from HS2 on the highway network.

(vi) Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?

**A6. No comment.**

(vii) Please let us know your comments on the Appraisal of Sustainability (as reported in the Sustainability Statement) of the Government's proposed Phase Two route, including the alternatives to the proposed route as described in Chapter 9.

**A7. Comments on the Appraisal of Sustainability**

The AoS has been primarily used to inform consideration of alternative lines of routes and sites for stations and depots. As such it is broad in scope and detail, appropriate for its purpose. In relation to the length within Leicestershire (HSL06/09), the AoS cites its potential noise, visual and ecological impact (in

general terms) on the River Mease European Protected Habitat, residents at Measham, the course of Gilwiskaw Brook at Packington, and landscape setting in the vicinity of Breedon on the Hill and Tonge. These have been considered in relation to the initially preferred route in the light of information made available to the County Council and are commented on in the detailed response which follows. The County and District Councils should be invited to participate in developing and discussing more detailed information and analysis as the project progresses, including consideration of any alternatives to the proposed route

(viii) Please let us know your comments on how the capacity that would be freed up on the existing rail network by the introduction of the proposed Phase Two route could be used as described in Chapter 10?

#### **A8. Approach to released (freed up) capacity**

In conjunction with HS2 Ltd, Network Rail is exploring options for the future use of the existing rail network to take full advantage of the capacity released by the new lines. Their report, "Better Connections" describes the three broad approaches which they conclude could be taken to determine how services should be run on the existing network and HS2:

- i) Do Minimum
- ii) Incremental Approach
- iii) Integrated Connectivity Approach

Whilst the Integrated Connectivity Approach might be intuitively attractive, it is conditional on several elements relating to availability and quality of connecting services. It is suggested that deficiencies in any of these could seriously undermine the quality of service offered to Leicestershire. The need for most journeys to require at least one change of train, however simple is generally unappealing, and particularly so to the elderly and infirm. The Incremental Approach would appear to offer passengers a wider choice and would enable a more gradual transition between existing and potential service patterns to emerge.

#### **The need to improve the existing local rail network**

Whilst providing opportunities for new and additional services on the existing network, HS2 does not of itself offer any proposals for improvements to the quality of those services. Recent improvements to MML have led to a welcome reduction in journey times with the publication of the winter timetable, and the planned electrification will result in further improvements

In comparison, the east – west route through Leicestershire is poorly served. Despite substantial demand between Leicester and Birmingham (exceeded only by demand to London), trains are slow and overcrowded, usually being only two or three car length. Speed is restricted by poor alignment, particularly west of Nuneaton, and congestion on approaches to Birmingham. Network Rail

is investing in the line east of Nuneaton to provide additional freight capacity. Further investment to accommodate trains of higher speed, capacity and quality is also warranted.

Under current proposals, HS2 services to Birmingham will operate out of a new station at Curzon Street. Whilst a reasonably central location, there will be no facility for interchange between classic and high speed services. A similar situation will prevail at Birmingham Interchange where connections will only be available between high speed services. There would be considerable benefits in providing an interchange opportunity between classic and high speed services at Birmingham Interchange, either into a joint station (which would be difficult) or by providing a station nearby connected to the classic rail network. Such a facility, in conjunction with improved east – west services would offer increased benefits from HS2 to Leicestershire and eastern counties. It would also provide the opportunity for direct services on this line to The National Exhibition Centre and Birmingham International Airport.

(ix) Please let us know your comments on the introduction of other utilities along the proposed Phase Two line of route as described in Chapter 11?

**A9. Introduction of other utilities adjacent to the proposed HS2 corridor**

The County Council agrees that new utilities should be installed as appropriate along the HS2 corridor. However, the County does not have a specific view on this matter.

However, with predicted economic growth in Leicestershire, it is expected that there will be additional pressures on key highway network junctions in the medium term. Though specific improvements have yet to be identified, the County Council would welcome engagement with HS2 at the appropriate time to ensure that these future improvements are compatible with HS2 infrastructure works, and that the HS2 proposals do not frustrate adjacent development. In order to mitigate this potential conflict, the County Council would wish to seek early funding of HS2 infrastructure, related junction improvements and installation of utilities as appropriate, including advance works for routes to be used by HS2 construction traffic.

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