

NWLDC HS2 Strategy Phase 2

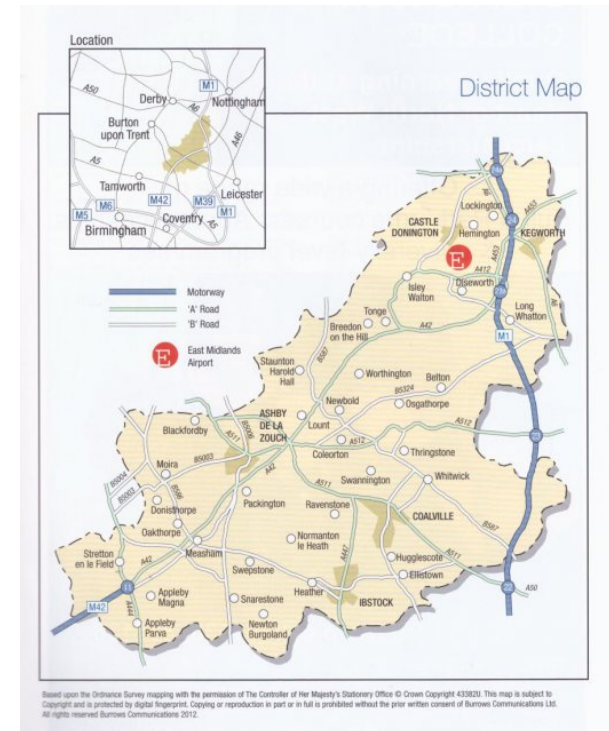


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Scope

PHASE 1

- Prepare an outline negotiating strategy for NWLDC Councillors setting out risks, opportunities and baseline position

PHASE 2

- Review the position of qualified support of HS2 for its economic benefits to the district and its residents
- Respond to HS2 Route Consultation and present a draft document for councillors
- Work with HS2 for high-quality connectivity options and ensure residents are able to secure the best possible outcomes

Helping NWLDC to be well-prepared for Government plans on HS2 in 2017



Context

- The formal announcement on HS2 Phase 2b was made by Chris Grayling on 15th November 2016
- This announcement indicated two changes to the route which will have an impact on the NWLDC area
- The public consultation period on these changes will run from 9th January 2017 – 9th March 2017
- Effects on residents, environmental impacts and connectivity continue to be high priorities for NWLDC and Midlands Connect



SLC's recommendation

Our recommendation is for NWLDC to take a balanced view on HS2 for the following reasons:

- Clear economic benefits to the district, both in the construction phase (opportunities for local jobs) and afterwards (better access to both London and the North of England and GVA/BCR benefits)
- Opportunities for improved connectivity, both within the district and beyond

BUT – appropriate mitigation is vital for NW Leics residents and businesses

HS2 – Status Update

- The consultation on route changes opened on Monday 9th January 2017
- SLC have already carried out a feasibility study into the possibility of a classic connection at Toton. This work showed that a northbound connection would bring considerable economic benefits
- Current plans indicate that Phase 2a (to Crewe) will open in 2027, 6 years earlier than planned, accelerating the economic benefits to the Midlands and the North – but Eastern arm still opening 2033

Benefits:

- Better journey times to London and the North for District residents
- Economic development around East Midlands Airport
- Possibility of developing express bus services to serve Coalville – Ashby links with HS2
- Compensation from HS2 for landowners, businesses and the National Forest

HS2 – proposed route

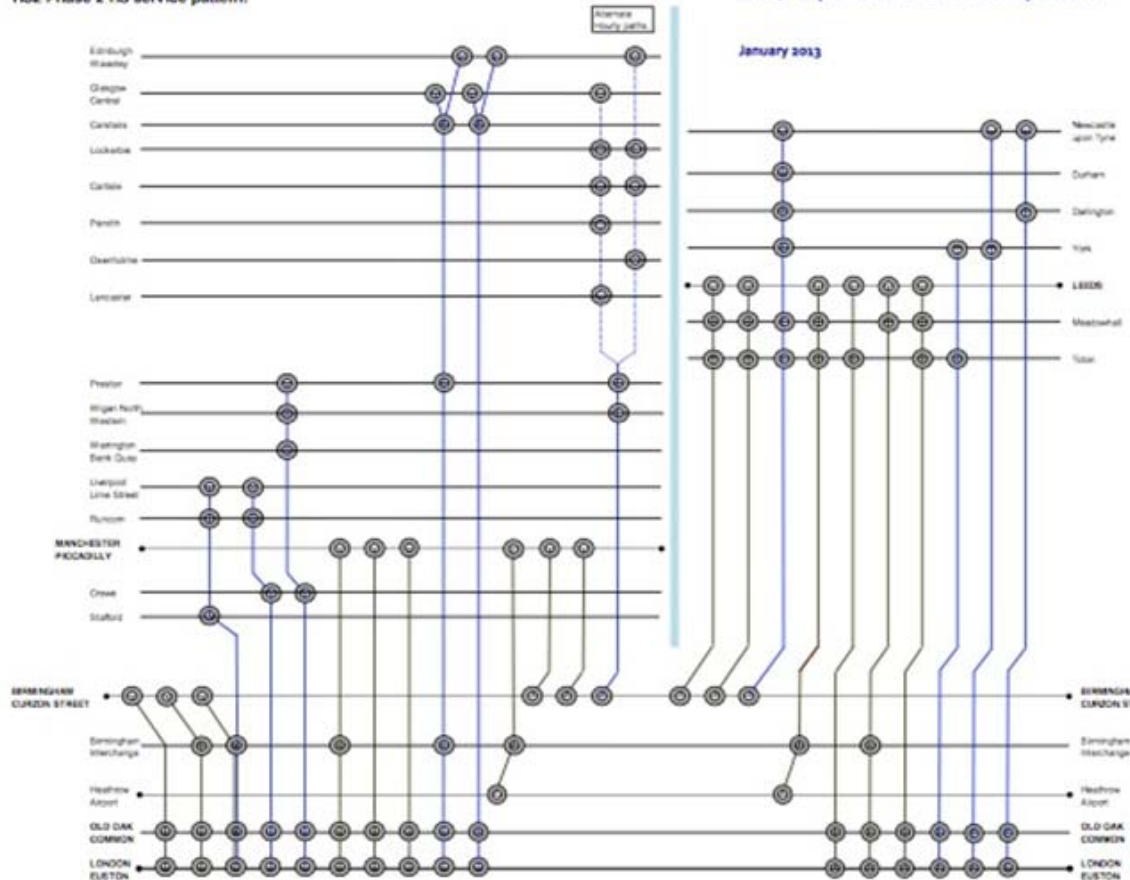


No longer planned –
new arm
serving
Sheffield city
centre

HS2 – anticipated service pattern

Figure 3: Phase 2 service pattern

HS2 Phase 2 HS service pattern.



Updated economic case for HS2 (August 2012): Explanation of the service patterns

January 2013

This will be
transformatory –
Not just about
London to Birmingham,
Leeds and Manchester

Journey times

COMPARATIVE JOURNEY TIMES						
Coalville to:	CAR	CAR + CONVENTIONAL RAIL	CAR + HIGH SPEED 2	BUS + CONVENTIONAL RAIL	EXISTING BUS + HIGH SPEED 2	POTENTIAL EXPRESS BUS + HIGH SPEED 2
London	2hr 11min	1hr 52min	1hr 31min	2hr 26min	3hr 35min	1hr 43min
Leeds	1hr 48min	2hr 7min	1hr 14min	2hr 58min	2hr 9min	1hr 24min
Newcastle	3hr 11min	3hr 19min	2hr 31min	4hr 10min	3hr 26min	2hr 41min
Manchester ¹	2hr 6min	2hr 27min	1hr 34min	3hr 18min	3hr 27min	1hr 46min
Manchester ²			2hr 18min		3hr 13min	2hr 28min
¹ HS2 journey via Birmingham ² HS2 journey via Toton & Meadowhall						
Sources: AA Route Planner; Traveline Journey Planner; National Rail Journey Planner; Rebalancing Britain (from HS2 Towards a National Transport Strategy); HS2.org.uk.						

- Car + HS2 delivers significant improvements on today's journey times
- Opportunities for express bus links to HS2 to be established if funding available

Impact Review Structure

- **Landscape/Visual**
- **Ecology/Wildlife** appropriate mitigation. National Forest
- **Noise**
- **Roads and Traffic**
- **Development**
- **Heritage**
- **Public Amenities**
- **Water and Flooding**

Route Changes - Measham area



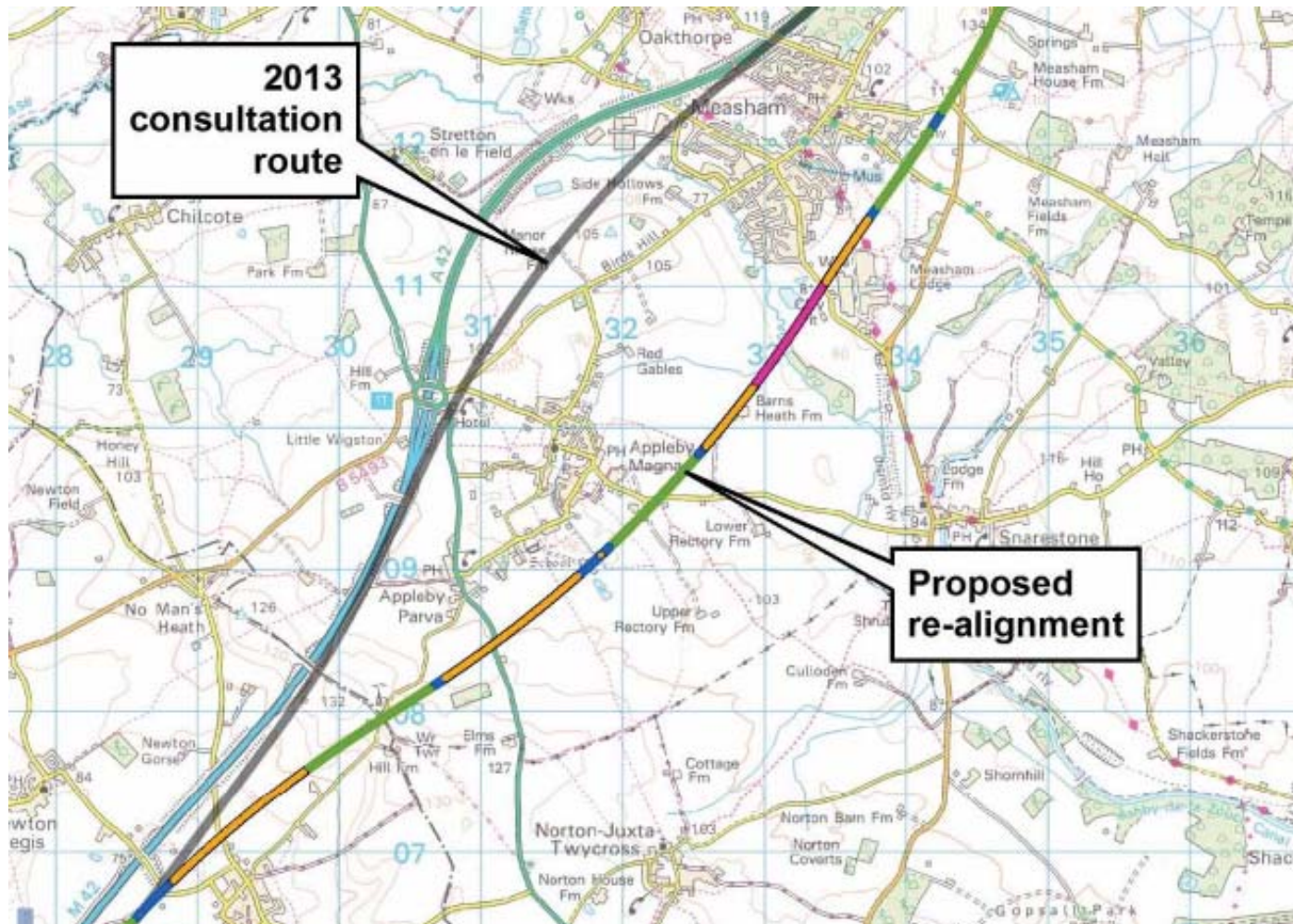
Headline: Greatest impact likely to fall upon
Appleby Parva and Appleby Magna

Why change the route?

The 2013 consultation identified significant issues with the following:

- Impact on businesses and the Measham Wharf development site
- Visual, landscape and noise impacts on Measham and nearby villages
- Impact on the Measham Canal reinstatement site
- Impact on the River Mease SAC and SSSI

Proposed Route Change



Outline of Changes

- The route will now run east of Measham, south of Appleby Parva and past Appleby Magna in a cutting
- The line will cross the River Mease on a viaduct 880m long and 11m high before rising with the terrain into a shallow cutting and rejoining the M42/M42 corridor

Likely Impacts 1

Local opposition – HS2 could affect the following:

- Local businesses, including Champney Springs Spa, Barnes Heath Business Park and Red Hill Farm
- Residential areas, including the Appleby villages and possible effects on the future expansion of Measham, which will be hemmed in on both sides by the A42 and HS2
- Extensive embankment and viaduct

Likely Impacts 2

- Grade 1 listed Sir John Moore's School is very close to the amended route
- The viaduct section will pass through a brickworks quarry (still in use) and an historic landfill site



Route Changes – East Midlands Airport

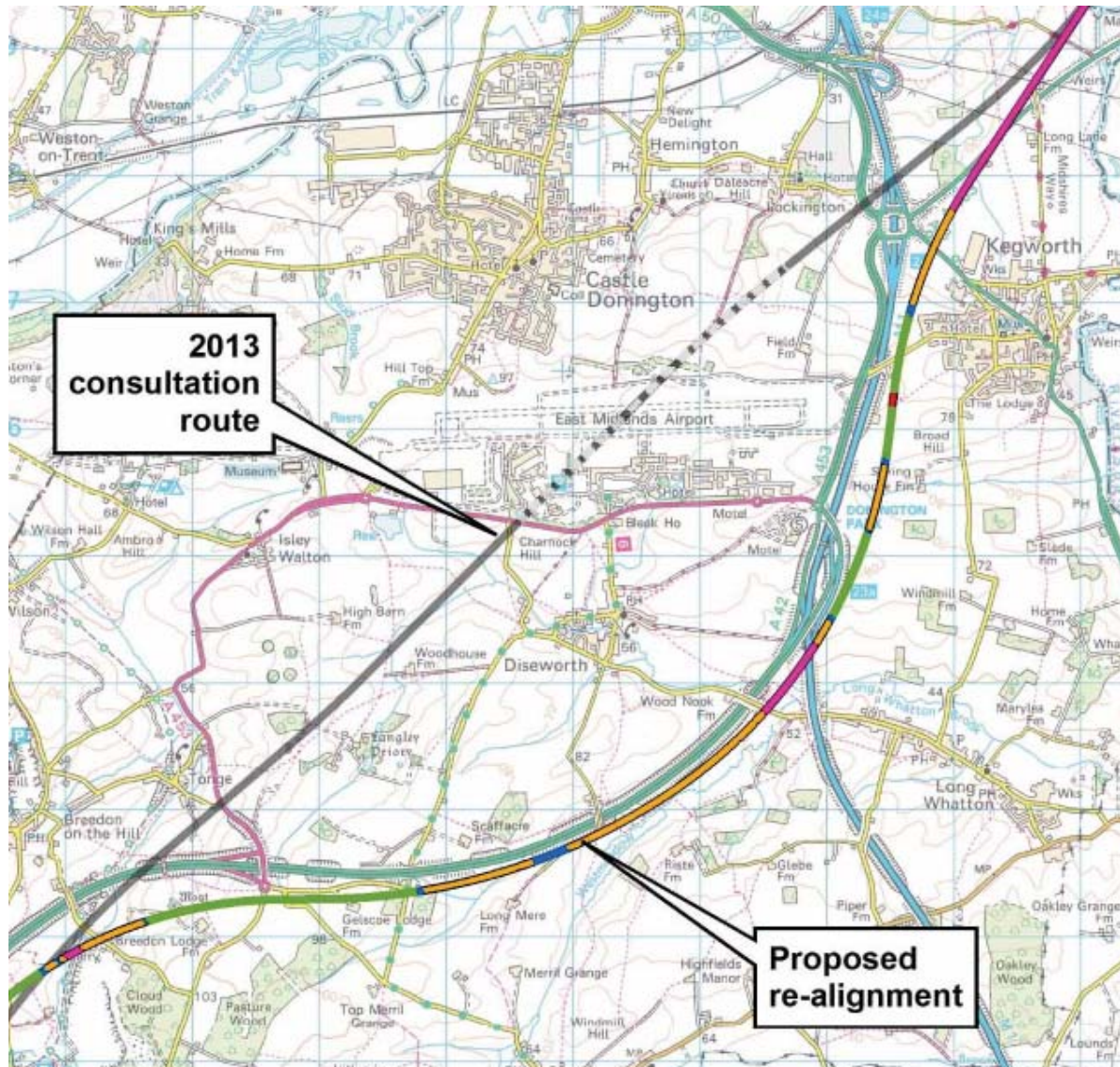


Why change the route?

The 2013 consultation identified significant issues with the following:

- The cost of putting 3km of the track into tunnel under East Midlands Airport
- The impact of a 16m high viaduct required to cross the A42 on the approach to the airport
- Noise and visual impacts affecting Tonge and Breedon on the Hill

Proposed Route Change



Outline of Changes

- The route will now follow the A42 more closely on a mixture of cutting and embankment, remaining to the east of the road. This would remove the need to tunnel under East Midlands Airport and the 16m high viaduct crossing of the A42, enabling the track to sit lower in the landscape.
- The route will pass west of Kegworth in a cutting up to 12m deep as it crosses Ashby Road. From there, the route would rise on to an embankment before crossing the River Soar floodplain on a viaduct before rejoining the 2013 route.

Likely Impacts 1

- This route amendment directly affects 90 Ashby Road and the Curzon Coaker Trust site; the route passes directly through both sites
- HS2 have already stated that further work is needed to mitigate the effects of the proposed route change in this area.



Likely Impacts 2

- Breedon Lodge Farm is a Grade 2 listed building, and the nearby moat may be Roman in origin. Considerable numbers of Roman artefacts have been found in the area
- Other farms and businesses are in the path of the amended route

Generic Issues

- Construction
- Noise
- Impacts on residents who previously thought they were unaffected
- Mitigating route changes
- Road capacity – M42 and A42

Risks and Opportunities - Summary

Risks	Opportunities
Major public opposition, particularly to route amendments	More jobs during construction phase and afterwards
Environmental damage to National Forest and SSSI areas	Compensation to landowners, businesses and National Forest
Long term traffic disruption if road improvements not co-ordinated with HS2	Much improved travel times to London and the North
Adverse affects on developments in Kegworth area	Compensation may be available to improve outcomes for developers
Adverse affects on residents in Appleby area	Compensation may be available to improve outcomes for residents

Outline Phase 2 Strategy

- Work with HS2 to minimise road disruptions during construction period
- Liaise with Highways Agency to plan best road access to HS2 from Coalville/Ashby (including works around Birmingham Interchange) – Midlands Connect
- Work with HS2 to ensure minimum disruption to rights of way
- Work with East Midlands Gateway to minimise disruption to freight
- Evaluate time benefits of HS2 to District residents for journeys to London and the North
- Examine opportunities for bus service improvements to connect with HS2
- Potential for Burton – Leicester as construction route

Next steps

- Carry out impact review on the areas affected by the route amendment
- Draft a response to HS2's consultation document – for 23rd February Cabinet
- Engage with NWLDC to produce convincing arguments if a “pro” stance to HS2 is to be taken:
 - Mitigation and relocations
 - Compensation
 - Construction methods
 - Road improvements to access HS2 stations