

Comparative Journey Times

Coalville Town Centre to London, Manchester, Leeds & Newcastle

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 31min	2hr 58min	2hr 26min	1hr 41min
Newcastle	3hr 11min	3hr 19min	2hr 22min	4hr 10min	3hr 17min	2hr 32min
Manchester¹	2hr 6min	2hr 27min	1hr 34min	3hr 18min	3hr 27min	1hr 46min
Manchester²			2hr 45min		3hr 40min	2hr 55min
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.						

Notes and breakdown of data

Journey times have been assessed from Coalville as a representative location near the centre of the North West Leicestershire District. It was decided not to separately assess journey times from Ashby de la Zouch, as it is only about 4 miles from Coalville and early investigations indicated that journey times did not generally vary by more than about 6-8 minutes between the two locations.

15 minutes has been added at each interchange point on the journey where change times have not already been taken account of in the relevant Journey Planner. 30 minutes has been allowed for interchange where a walk between Birmingham New Street and Curzon Street stations is involved. No further allowance has been made for longer than normal change times, where, for example, bus arrival times and train departure times do not coincide.

Conventional rail journey times are based on the fastest journey in any regular hourly pattern, as shown in the National Rail Journey Planner.

Conventional rail journeys to London have been assumed to be via Leicester, while those to the north have assumed interchange at Derby, as it is considered these represent the most logical and direct routes, most likely to be chosen by the travelling public.

Existing bus services provide links between Coalville and Leicester or Derby (the latter requiring a change en route), and there is also a direct service to Toton, relatively near the site of the proposed HS2 interchange. These services have been used as the basis for the journeys detailed in the tables below. However, public road travel between Coalville and Birmingham International station is only possible by a combination of bus and coach via Leicester and Birmingham (the coach element of the journey requiring pre-booking) or a number of buses via Coventry. Both involve journey times of between 3 and 3¾ hours, and require more than one change, and are therefore not regarded as viable. For the “Existing bus + HS2” journey option, the decision has therefore been taken to assume travel by bus to Leicester, thence by conventional train services.

The “Potential Express Bus + HS2” option is based on the premise that demand for travel to the HS2 interchange hubs at Birmingham and Toton might be sufficient to justify direct limited-stop services from this part of North West Leicestershire. Clearly, no detailed assessment has been done on potential routes and timings, and the times used have therefore been based on the car journey plus 30% to take account of the expected need to serve other locations en route, and the generally slower average speeds achieved by buses.

The following tables provide more detailed breakdowns of the journey time calculations used in the table above.

CAR			
Coalville to:	Time	Distance	Approx. Average Speed
London	2hr 11min	108.6 miles	48mph
Leeds	1hr 48min	92.3 miles	51mph
Newcastle	3hr 11min	180.2 miles	56mph
Manchester	2hr 6min	104.9 miles	50mph

Source: AA Route Planner

CAR + CONVENTIONAL RAIL				
Coalville to:	Car	Change Time	Train	Total
London¹	32min	15min	1hr 6min	1hr 52min
Leeds²	35min	15min	1hr 17min	2hr 7min
Newcastle²	35min	15min	2hr 29min	3hr 19min
Manchester³	35min	15min	1hr 37min	2hr 27min
¹ Via Leicester.				
² Via Derby.				
³ Via Derby and Sheffield.				
Source: AA Route Planner, National Rail Journey Planner.				

BUS + CONVENTIONAL RAIL				
Coalville to:	Bus	Change Time	Train	Total
London¹	1hr 5min	15min	1hr 6min	2hr 26min
Leeds²	1hr 26min	15min	1hr 17min	2hr 58min
Newcastle²	1hr 26min	15min	2hr 29min	4hr 10min
Manchester³	1hr 26min	15min	1hr 37min	3hr 18min
¹ Via Leicester. Bus journey Arriva Midlands 29X to Leicester St. Margarets Bus Station, walk to Charles Street, then Centrebus Midlands 54A to Railway station.				
² Via Derby. Bus journey Roberts Coaches 155 to Castle Donington, then Kinchbus Skylink to Derby station.				
³ Via Derby and Sheffield. Bus journey to Derby as note 2.				
Source: Traveline Journey Planner. National Rail Journey Planner				

CAR + HIGH SPEED 2				
Coalville to:	Car	Change Time	Train	Total
London¹	38min	15min	38min	1hr 31min
Leeds²	30min	15min	46min	1hr 31min
Newcastle²	30min	15min	1hr 37min	2hr 22min
Manchester¹	38min	15min	41min	1hr 34min
Manchester³	30min	30min	1hr 45min	2hr 45min
¹ Via Birmingham Interchange.				
² Via Toton Interchange.				
³ Via Toton Interchange and Meadowhall Interchange. Train journey times Toton – Meadowhall 44min, Meadowhall – Manchester 1hr 1min				
Source: AA Route Planner, National Rail Journey Planner.				

EXISTING BUS + HIGH SPEED 2				
Coalville to:	Bus	Change Time	Train	Total
London¹	1hr 5min	45min	1hr 45min	3hr 35min
Leeds²	1hr 25min	15min	46min	2hr 26min
Newcastle²	1hr 25min	15min	1hr 37min	3hr 17min
Manchester¹	1hr 5min	45min	1hr 37min	3hr 27min
Manchester³	1hr 25min	30min	1hr 45min	3hr 40min
¹ Via Birmingham. Bus journey Arriva Midlands 29X to Leicester St. Margarets Bus Station, walk to Charles Street, then Centrebus Midlands 54A to Railway station. Train Leicester to Birmingham New Street, then walk to Birmingham Curzon Street. Train journey times: Leicester - Birmingham 56min, Birmingham - London 49min, Birmingham - Manchester 41min.				
² Via Toton Interchange. Bus Journey Trent Barton “Skylink Nottingham” to Toton, then walk.				
³ Via Toton Interchange and Meadowhall Interchange. Train journey times Toton – Meadowhall 44min, Meadowhall – Manchester 1hr 1min.				
Source: Traveline Journey Planner, National Rail Journey Planner.				

POTENTIAL EXPRESS BUS + HIGH SPEED 2				
Coalville to:	Bus	Change Time	Train	Total
London¹	50min	15min	38min	1hr 43min
Leeds²	40min	15min	46min	1hr 41min
Newcastle²	40min	15min	1hr 37min	2hr 32min
Manchester¹	50min	15min	41min	1hr 46min
Manchester³	40min	30min	1hr 45min	2hr 55min
¹ Via Birmingham Interchange. Express bus journey time based on car journey + 30% (to take account of need to serve other locations en route)				
² Via Toton Interchange. Express bus journey time based on car journey + 30% (to take account of need to serve other locations en route)				
³ Via Toton Interchange and Meadowhall Interchange. Train journey times Toton – Meadowhall 44min, Meadowhall – Manchester 1hr 1min.				
Source: Traveline Journey Planner, National Rail Journey Planner.				

HS2 – Your Questions Answered

We are aware that many people are very concerned about the HS2 project. To help you, we have put together the answers to some of the most frequently asked questions about it.

Q1. Why can't we spend this money on the existing rail network?

In simple terms, our mainline railway system is full, and has been for some time. Railway use has doubled over the last 20 years and this trend will continue. While there is some space left on smaller branch lines, it is not possible to add any more services to our main lines.

To completely upgrade the main line network would cost considerably more than the money that is being spent on HS2, and the disruption to travel would be immense. HS2 is a new system which is being built separately to the main rail network, although there will be interchanges where this new system meets the old "classic" network. If you are going to build a new line, it may as well be high speed.

HS2 will create much more space on the classic network, and this space can be used for trains that serve smaller towns and cities, giving people better access for jobs and leisure. Freight services will also improve.

Q2. Why don't we spend this money on better public services, like hospitals and schools?

Although the Government must spend money on health and education, it must also ensure that the UK's economy works properly. At the moment there is a huge imbalance between the North and the South; London is said to be "overheating" and there is a need to encourage businesses to move out of the capital.

There has been a lot of publicity recently about the "Northern Powerhouse" and the "Midlands Engine"; these are areas which must develop and grow bigger economies. NW Leicestershire is part of the "Midlands Engine" and will benefit from the prosperity and jobs that HS2 can bring.

Q3. I am going to be directly affected. What about compensation?

The Government has already published details of a compensation scheme for individuals and businesses that will be affected by HS2. Details of this scheme are online at <https://www.gov.uk/claim-compensation-if-affected-by-hs2/overview>; you can look this up yourself or get details from your council office. You will also be able to get details of how to get legal advice. The final route will be published in Autumn 2016.

Q4. Is my local area going to be disrupted?

The council offices will have detailed maps of the areas that will be affected by the construction process. We will ensure that good notice is given of disruption to roads, businesses and residential areas. Some roads may need to be diverted while digging and buildings works are going on, and diversion routes will be carefully worked out.

Q5. Is the environment going to be damaged?

There are a number of measures being put in place to help protect the environment. HS2 have already mapped the course of the new railway route, and this will be confirmed in Autumn 2016. They have noted Sites of Special Scientific Interest, the extent of the National Forest, public Rights of Way and areas where there is a possibility that archaeological finds may be made.

Discussions have already taken place between HS2 and the National Forest, and areas where trees are affected will be suitably replanted. Trees near to the line will be non-deciduous, so that falling leaves do not affect railway operations in the Autumn. It is possible that **extra** trees will be planted in areas where they could help shield train noise.

While digging works are taking place, we will negotiate with HS2 to ensure that spoil is disposed of sustainably.

Q6. Aren't high speed trains very noisy? They travel at 250mph

If you live near the A42, M42 or East Midlands Airport, you will notice very little extra noise at all. As the trains are moving so fast, you will only hear them when they are within about 2/3 of a mile of you. This is about 9 seconds, and if there are nine trains an hour, you will hear train noise for just over 2½ minutes per hour.

See the answer to Q5 above – where there is a risk of train noise being transmitted to areas where there are a lot of houses, HS2 may opt to plant trees to help shield residents.

High speed trains can make additional noise when entering or leaving tunnels, rather like a sonic boom, but HS2 are already aware of this and tunnel portals are designed to help diffuse the noise.

Q7. What will happen if there is a change in Government?

Once the Act of Parliament is passed to allow the HS2 project to start (later in 2016), it will continue whichever government is in charge. All of the major political parties support HS2 as they see it as necessary for Britain's economy.

Q8. What is NW Leicestershire's position on HS2?

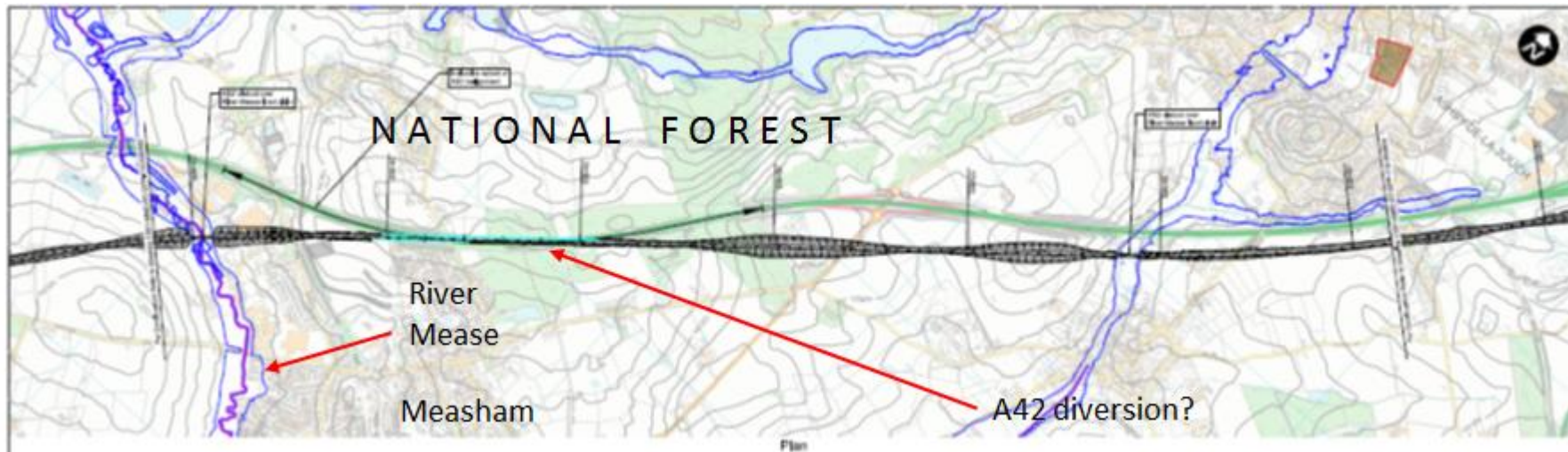
As one single District Council, NW Leicestershire cannot prevent the HS2 project happening. However, we are taking a balanced view on it. We will ensure that we guard our environment and get the best for our residents, but will also welcome the extra jobs, prosperity and travel opportunities that HS2 will bring.

SLC Rail on behalf of NW Leicestershire District Council

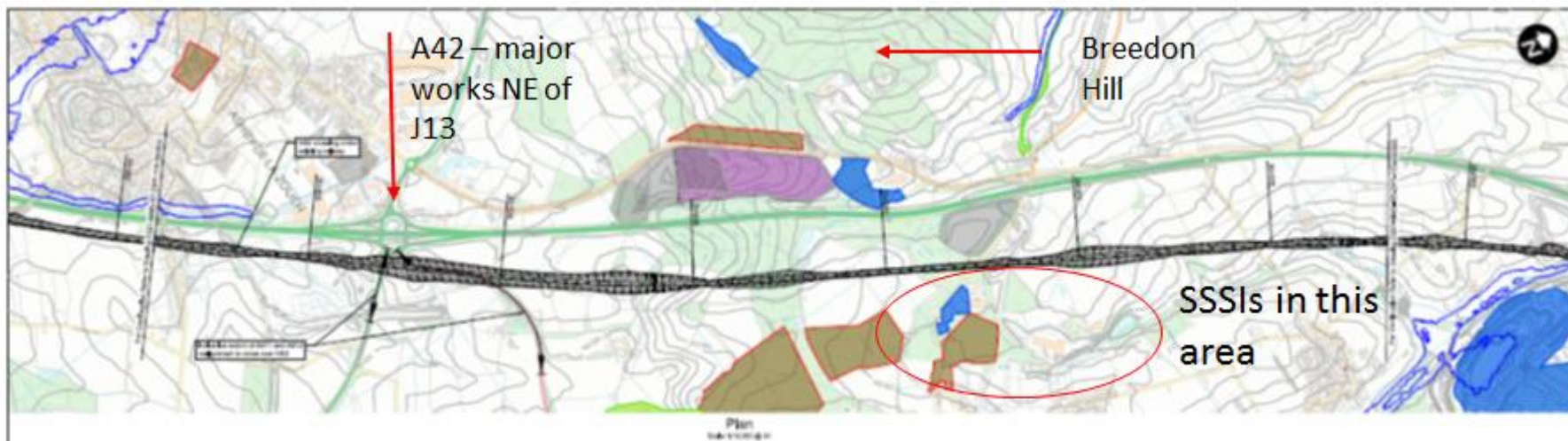
24th March 2016

Appendix 2A: HS2 map by Section – route as currently assumed (March 2016, to be confirmed Autumn 2016)

Section 1: Appleby Parva to Ashby de-la Zouch

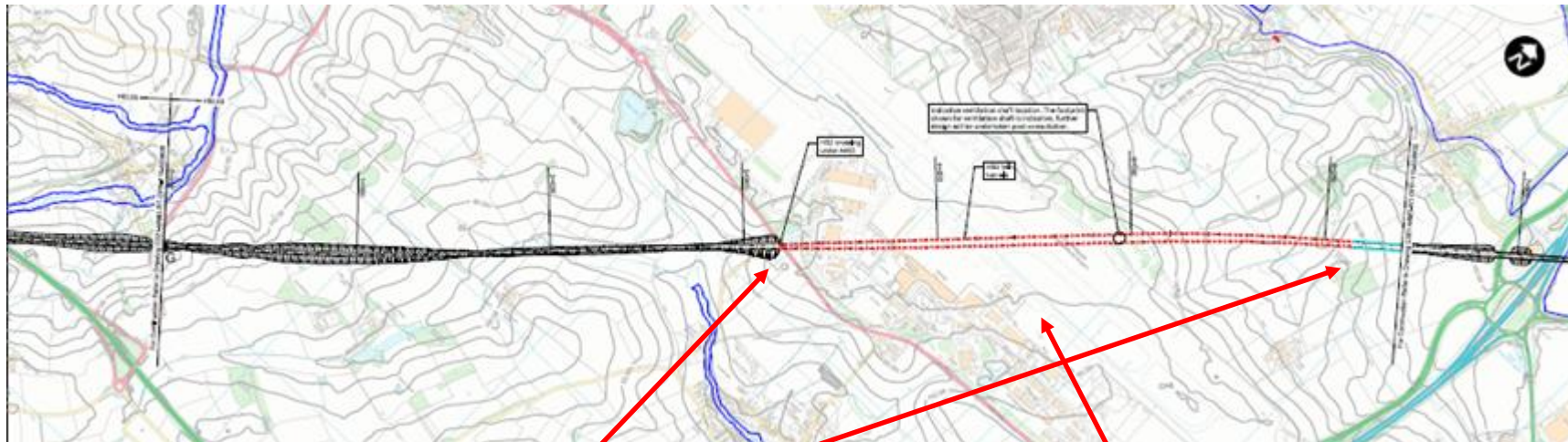


Section 2: Ashby de-la Zouch to Charnock Hill



Section 3: Charnock Hill to Lockington

Major flood plain north of this map section



Noise mitigation required for tunnel portals

East Midlands Airport

Appendix 2B:

North West Leicestershire District Council

Potential Impact of High Speed 2

Summary of key points:

- Environmental impact on the National Forest
- Regeneration benefits for Measham (via government compensation)
- Current scheme for works on J13 of M42 to be disrupted by HS2 route
- Road access for HS2 users via M42/A42 to Birmingham Interchange.
Information needed from Highways England
- Information needed on HS2's plans for rights of way, e.g. footpaths, cycle ways
- Impact on East Midlands airport, particularly northern end
- Impact on HS2 route as a result of approved planning application for East Midlands Gateway air freight terminal

Introduction

The potential effects of the proposed HS2 alignment through North West Leicestershire have been assessed against the following:

1. Landscape and Visual
2. Ecology and Wildlife
3. Noise
4. Roads and Traffic
5. Development
6. Heritage
7. Public Amenities
8. Water and flooding

The route was divided into three geographical sections. For most of its length through the area of interest, the proposed route for HS2 runs parallel, and in close proximity, to the A42 trunk road. View disadvantages from the railway placement in the context of existing visual, noise and other intrusions from the heavily-used trunk road.

Section 1. Appleby Parva to Ashby de la Zouch.

Landscape and Visual	<ul style="list-style-type: none"> Route will closely follow A42, mostly at grade with existing highway. Cuttings/embankments will mirror those already provided for the road Overhead line equipment (OLE) will be visible, but absence of junctions should avoid the need for large support structures and complicated wiring runs HS2 engineers may consider more aesthetically pleasing OLE designs It is unknown whether power feed points are planned on this section, which would require substantial support structures and lineside electrical equipment Review when more detailed plans become available
Ecology and Wildlife	<ul style="list-style-type: none"> River Mease is a Special Area of Conservation and a Site of Biological Interest. It is important as a wildlife habitat and corridor, and for flood mitigation River flow and bank habitats must be conserved during and after railway construction Other local areas, particularly woodlands provide amenities for local residents Measham lies within the National Forest and there has been significant tree planting along the A42 in recent years. Trees affected by the railway construction must be replaced, and there may be opportunities for new planting to mitigate visual issues or noise HS2 are unlikely to want deciduous planting near to the railway to minimise leaf fall
Noise	<ul style="list-style-type: none"> The proposed route will be nearer to Appleby Parva, Appleby Magna and Measham than the A42; passing trains will cause additional noise However, railway noise will be intermittent and unlikely to occur 24 hours a day (road noise more likely to be continuous). Effects of noise will be clearer when the HS2 timetable is published There may be occasional noise at night from engineering works Ensure timetabling information is kept under review
Roads and Traffic	<ul style="list-style-type: none"> Increase in road traffic likely during construction period Temporary closures or restrictions may be required on local roads and new temporary access roads may be required for construction purposes The A42 may need to be diverted to the west of the existing road in the Oakthorpe area to provide more space for the railway and limit the effect on properties in Measham. If confirmed, appropriate mitigation measures must be carefully planned to minimise impact on A42 traffic during construction Traffic on A42/M42 corridor may increase after 2026 when Birmingham Interchange opens. Engagement with Highways England required in relation to mitigation measures/capacity enhancements
Development	<p>The District Strategic Housing Land Availability Assessment (SHLAA) identifies a number of sites for residential development within about 1Km. of the proposed</p>

	<p>railway alignment:</p> <table data-bbox="539 365 991 517"> <tr> <td>Appleby Magna</td> <td>333 houses</td> </tr> <tr> <td>Measham</td> <td>533 houses</td> </tr> <tr> <td>Ashby de la Zouch</td> <td>2,228 houses</td> </tr> </table> <p>Larger applications currently in the planning process include:</p> <ul data-bbox="448 607 1423 1099" style="list-style-type: none"> • Measham Land Company Ltd – up to 450 residences and reinstatement of 1.1km of canal, provision of public open space and vehicle/emergency/footpath access at Waterside, Burton Road, Measham • David Wilson Homes – 56 residences, Leicester Road, Ashby de le Zouch • Icen Projects – 605 residences, primary school, health/care facilities, open space and community/associated uses on land north of Nottingham Road, Ashby de la Zouch (near A42 J13) • Other residential/commercial development proposals are included in the District Plan, or are under consideration. These are further away from the HS2 route but may impact on traffic levels and the number of people affected in the longer term • Review when further details of HS2 plans become available 	Appleby Magna	333 houses	Measham	533 houses	Ashby de la Zouch	2,228 houses
Appleby Magna	333 houses						
Measham	533 houses						
Ashby de la Zouch	2,228 houses						
Heritage	<ul data-bbox="448 1122 1423 1317" style="list-style-type: none"> • No designated ancient monuments, listed buildings or known historical sites along this section of route • Construction work may uncover artefacts or sites of historical interest. The legal authority for HS2 construction should include details of company actions in these circumstances 						
Public Amenities	<ul data-bbox="448 1344 1423 1518" style="list-style-type: none"> • HS2 will affect public rights of way including footpaths and bridleways. The County Council must develop plans for diversion, closure or other appropriate measures • See note above on woodland areas • Review information as more detailed plans become available 						
Water and Flooding	<ul data-bbox="448 1543 1398 1715" style="list-style-type: none"> • All rivers in the area have identified flood plains; as far as is known, none of these are flood mitigation areas • Flooding has affected Packington in the past; avoid increased risk here, particularly during construction phases • There are no known aquifers or other groundwater sites 						

Section 2. Ashby de la Zouch (A42 Junction 13) to Charnock Hill.

Landscape and Visual	<ul style="list-style-type: none"> • Land contours suggest that deep cuttings and high embankments will not be required, but the proposed route is further from the A42 than section 1. The route will be a new transport corridor • Until the exact route is confirmed, it is unknown what, if any effect HS2 will have on the view from Breedon Hill. However, railways tend to blend into the landscape better than trunk roads, but OLE may be visible
Ecology and Wildlife	<ul style="list-style-type: none"> • Part of this section is within the National Forest, and there is tree planting which must be replaced if affected by HS2 construction • See comments about deciduous planting in section 1 above • Breedon Cloud Wood and Quarry (near Worthington) is a Site of Special Scientific Interest (SSSI) for biological and geological reasons and is less than 1Km from the proposed route • Pasture Wood and Asplin Wood are also SSSIs and are less than 1Km east of Cloud Wood. These could be affected if the proposed route changes • Other SSSI's near the proposed route are on the western side and unlikely to be affected. However, consideration may need to be given to protective measures for Lount Meadows to prevent potential adverse effects on drainage of the grasslands
Noise	<ul style="list-style-type: none"> • Lount, Newbold and Worthington lie along this section, but are smaller than the centres of population noted in section 1. There are other small settlements and isolated houses • Noise intrusion on the various SSSI locations may give rise to objections • This section of the route is close to East Midlands Airport, and additional railway noise must be looked at in the context of existing noise generated by aircraft
Roads and Traffic	<ul style="list-style-type: none"> • Increase in road traffic likely during construction period • Temporary local closures or restrictions may be necessary • The proposed route passes close to J13 of the A42, with a major impact on the junction itself and the associated road network. Current plans show HS2 occupying the line of the A512 to the north-east of the junction, requiring major works to this section of road. Temporary restrictions on and around the junction will be required during the construction phase. The County Council has already contacted HS2 and expressed its concerns on the impact to J13, but has not received a response • The railway will cross the A42 at Breedon and bridge construction will cause disruption, including lane closures or a short period of complete closure for placing of bridge spans. Attempts will be made to minimise disruption • The proposed crossing line is very close to J14, the main access to Donnington Park Motor Racing Circuit from the south, and access to East Midlands Airport. Disruptions will need to take account of the racing calendar where possible.

	<ul style="list-style-type: none"> • Increased traffic levels towards Birmingham Interchange are likely to be less on this section • There may be some increase in traffic towards Toton Interchange for Leeds and the North East, but these are likely to be significantly less than for Birmingham to London traffic
Development	<p>The District SHLAA includes two sites designated for residential development within 1Km. of the railway alignment:</p> <p style="padding-left: 40px;">Newbold 198 houses</p> <p style="padding-left: 40px;">Worthington 24 houses</p> <p>As far as can be ascertained, there are no major commercial or residential development applications currently in the planning system on this section of the route</p>
Heritage	<ul style="list-style-type: none"> • There are a number of sites of historical interest within about 1Km of the proposed alignment: <ul style="list-style-type: none"> ○ Moat at Breedon Lodge Farm ○ Langley Priory ○ Breedon Hill • The first two locations could be directly affected if the proposed route moves eastwards • It can reasonably be assumed that the likelihood of uncovering archaeological finds on this section are greater than the section of route south of J13
Public Amenities	<ul style="list-style-type: none"> • The proposed route crossed the “Cloud Trail”, part of National Cycle Network Route 6, running from Derby to Cloud Quarry near Worthington. A suitable bridge will need to be provided • Other public rights of way in the area are likely to be affected • See notes in Ecology and Wildlife section for affected woodlands. Plans for complementary planting will need to be considered in this area
Water and Flooding	<ul style="list-style-type: none"> • There is a flood plain on the stream around Worthington which is intersected by the proposed route and may be affected. Mitigation measures to prevent damming may be required • There are no known aquifers or other groundwater sites

Section 3. Charnock Hill to Lockington (District Boundary)

Landscape and Visual	<ul style="list-style-type: none"> • Current plans are for this section to be largely in tunnel underneath East Midlands Airport and the proposed East Midlands Gateway Freight Terminal to the north of the airport. No major issues with visual intrusion are foreseen at this stage • Location of tunnel portals are unclear in the current plans. The topography to the north-east of the airport suggests that there will be considerable difficulties finding suitable levels for the railway compatible with the Freight Terminal, M1 and A6 trunk roads
Ecology and Wildlife	<ul style="list-style-type: none"> • No ecological issues are foreseen at this stage as the railway will be mainly underground
Noise	<ul style="list-style-type: none"> • Development of HS2 Phase 1 has raised the issue of sonic resonance at tunnel entrances, producing an effect similar to a low-level sonic boom. HS2 designers are working on tunnel portal designs to mitigate this
Roads and Traffic	<ul style="list-style-type: none"> • Tunnelling almost certainly to be undertaken by boring machines to reduce the effect of works on the airport. • No indication has been given yet of the method of spoil disposal, but previous similar projects indicate a preference to use rail transport whenever possible. Work on the East Midlands Gate Terminal may offer opportunities to utilise the site for loading and forwarding spoil • A conveyor system to a loading facility may be needed, and if road transport is used to any extent, improved links to nearby trunk roads may be needed • Ensure close engagement with HS2 to produce plans for sustainable spoil disposal which minimises effects on the local environment
Development	<ul style="list-style-type: none"> • Current plans are for HS2 to pass beneath the Freight Terminal site in tunnel. However, topographical levels in the area suggest that the northern portal may have to be located within the terminal boundary, or a covered way constructed over the railway • There will be difficulties identifying practical vertical and horizontal alignments to take the railway under or over the adjacent M1 and A6 trunk roads at J24 • The proposed route will require the demolition of the Hilton Hotel at Lockington. A suitable alternative site in the area will need to be identified
Heritage	<ul style="list-style-type: none"> • Lockington Hall is within 1Km of the proposed route, but is unlikely to be affected unless the alignment is moved northwards • The possibility of archaeological finds during tunnelling cannot be discounted; an important Bronze Age hoard was found at Lockington in 1994
Public Amenities	<ul style="list-style-type: none"> • Depending on the final route alignment north of the tunnel, there may be effects on public rights of way
Water and Flooding	<ul style="list-style-type: none"> • The great majority of the area to the north of Castle Donnington and Kegworth is a major flood plain and whatever final route is chosen, the

	<p>railway will run through open air through this section of route</p> <ul style="list-style-type: none">• There must be appropriate measures to ensure that the free flow of flood water is not affected by the railway
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