



# North East Derbyshire Members' Briefing

## 31 October 2016

[www.gov.uk/hs2](http://www.gov.uk/hs2)

## Since we last met

- New Secretary of State for Transport
- Phase One HoC Select Committee complete and progressing through the Lords
- Alternative proposal for South Yorkshire

# Background

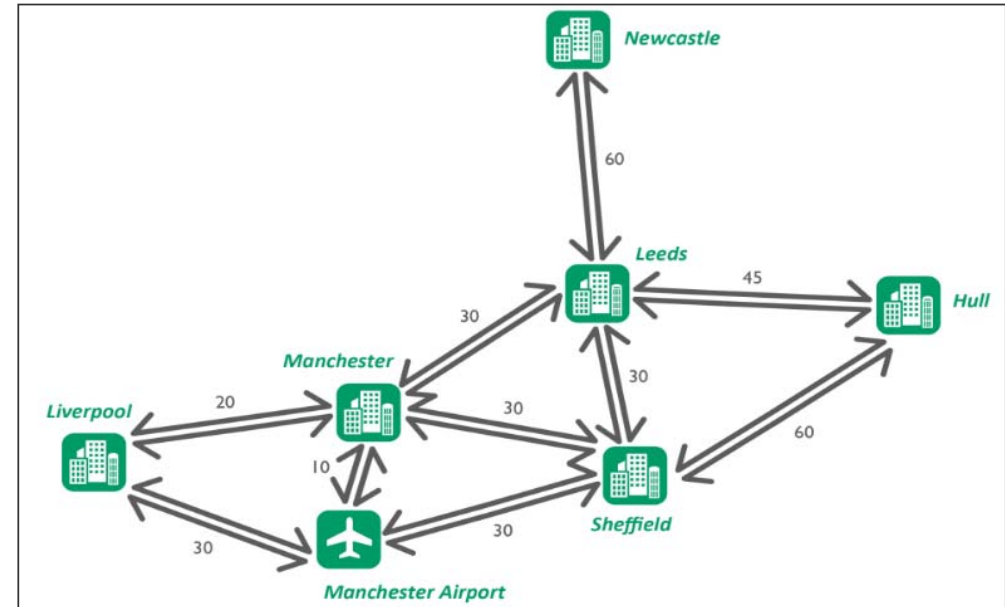
- Where to locate South Yorkshire station one of the most difficult decisions
- Building a reliable high speed line & station challenging due to:-
  - Topography
  - Floodplains
  - Legacy of mine workings and heavy industry
- Political and economic perspectives have produced different views on where to site a station
- South Yorkshire is the only region where consensus on station location has not yet been achieved.

# Factors for consideration

1. DEMAND – Station must be set in the context of rest of the rail network recognising that 4 times more passengers are travelling to Leeds ,York and Newcastle than South Yorkshire
2. THE NEEDS OF SOUTH YORKSHIRE – No one option fits all – need to achieve the best balance of conflicting demands of Sheffield city centre and the rest of the region, Barnsley, Rotherham and Doncaster
3. CONNECTIVITY – The HS2 solution needs to be compatible with the Northern Powerhouse Rail, the new ambition set by Transport for the North for better connectivity across northern cities
4. LOCAL CONSTRAINTS – Need to consider the wider topography, urban and industrial density and environmental constraints
5. COST – The solution has to be affordable. Solutions which cost more in South Yorkshire mean that we have to find savings elsewhere on Phase Two.

# Transport for the North and Northern Powerhouse Rail

- Transport for the North (TfN) new organisation consisting of Stakeholders from Liverpool, Manchester, Sheffield, Leeds, Hull and Newcastle
- Their ambition is to transform northern growth, rebalance the country's economy and establish the North as a global powerhouse
- Ambition involves greater frequency of train services and improved JT's
- HS2 and NR remitted jointly by DfT and TfN



	Hull	Leeds	Liverpool	Manchester	Manchester Airport	Newcastle	Sheffield	Journey Time (minutes)
Hull		45	95	75	85	105	60	
Leeds	2		50	30	40	60	30	
Liverpool	1	4		20	30	110	50	
Manchester	2	6	6		10	90	30	
Manchester Airport	1	2	2	high		100	30	
Newcastle	0	4	2	3	1		90	
Sheffield	2	6	2	6	2	2		
Frequency (trains per hour)								

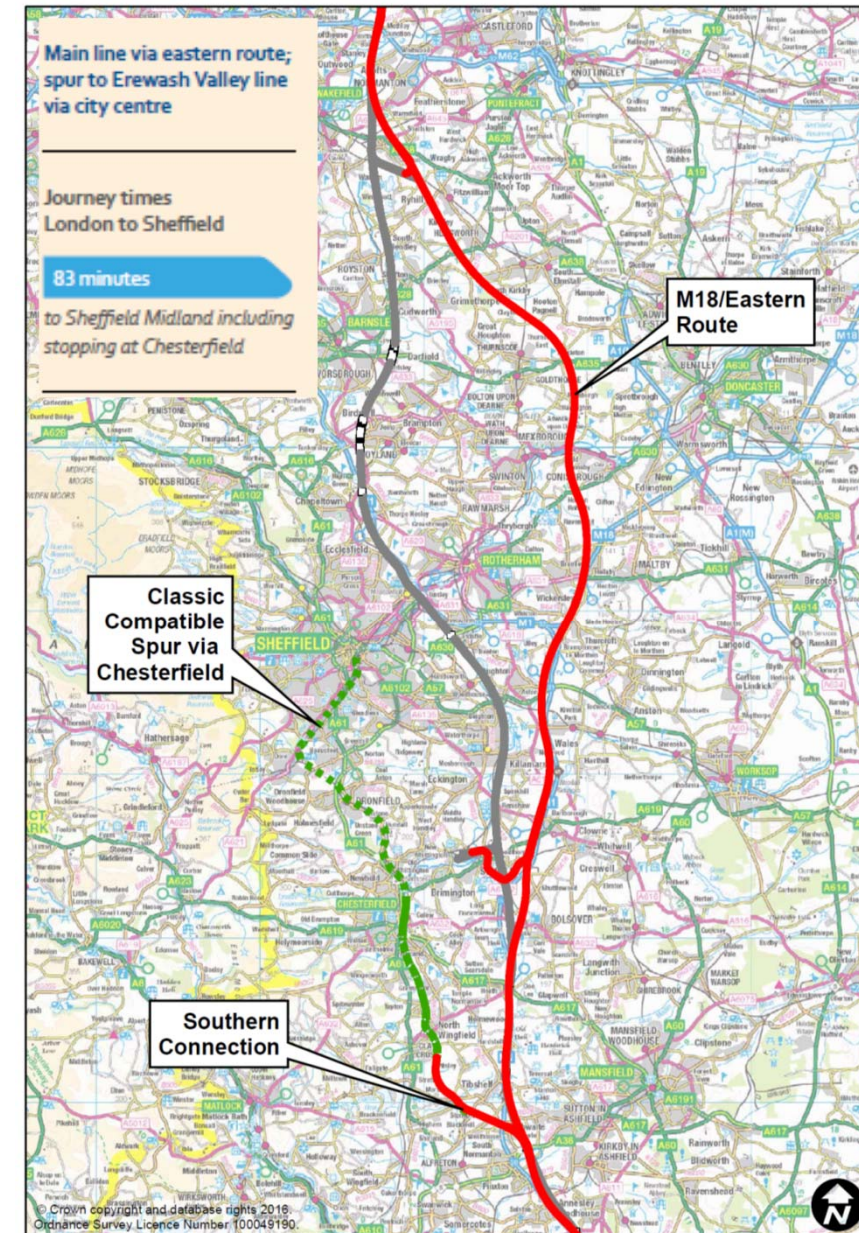
# South Yorkshire – M18 / Eastern Route





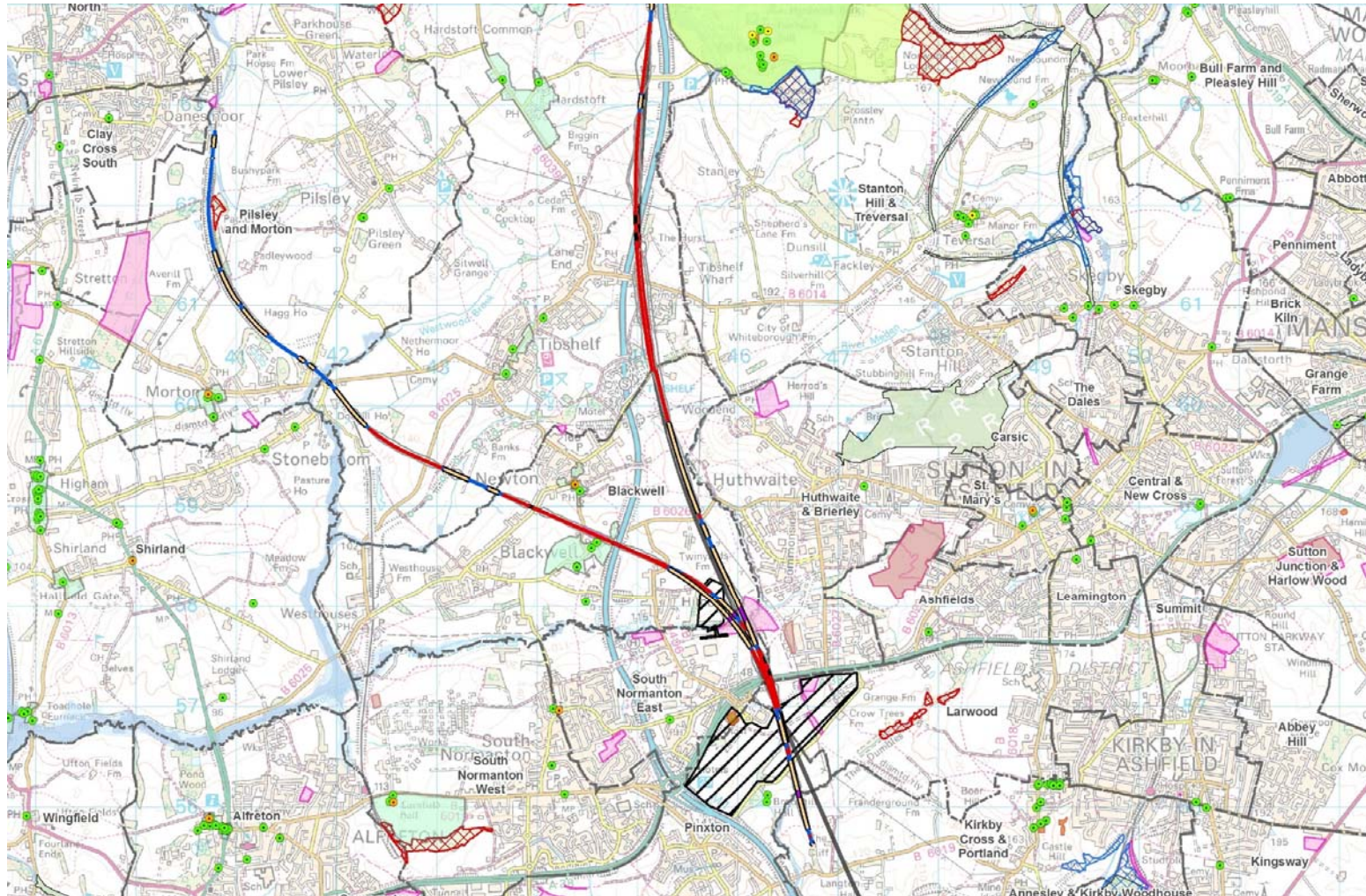
# South Yorkshire - Classic Compatible to Midland

- M18 / Eastern route is a proposal which separates the issues of providing a core HS2 service to South Yorkshire and maintains the integrity of the service to larger markets (Leeds, Newcastle etc).
- Introduces a southern connection for classic compatible services to access Sheffield Midland via a spur through Chesterfield.
- Separation of services also allows re-appraisal of the route due to Meadowhall station no longer being required.
- Connection with the existing rail network offers greater synergies with Northern Powerhouse Rail.
- M18 route is less congested and more rural avoiding businesses and the risk from the legacy of mining.
- M18 route is 15km further east impacting new communities and having very different sustainability impacts.
- M18 route is less expensive than the 2013 consultation route even when the link to Network Rail has been paid for.



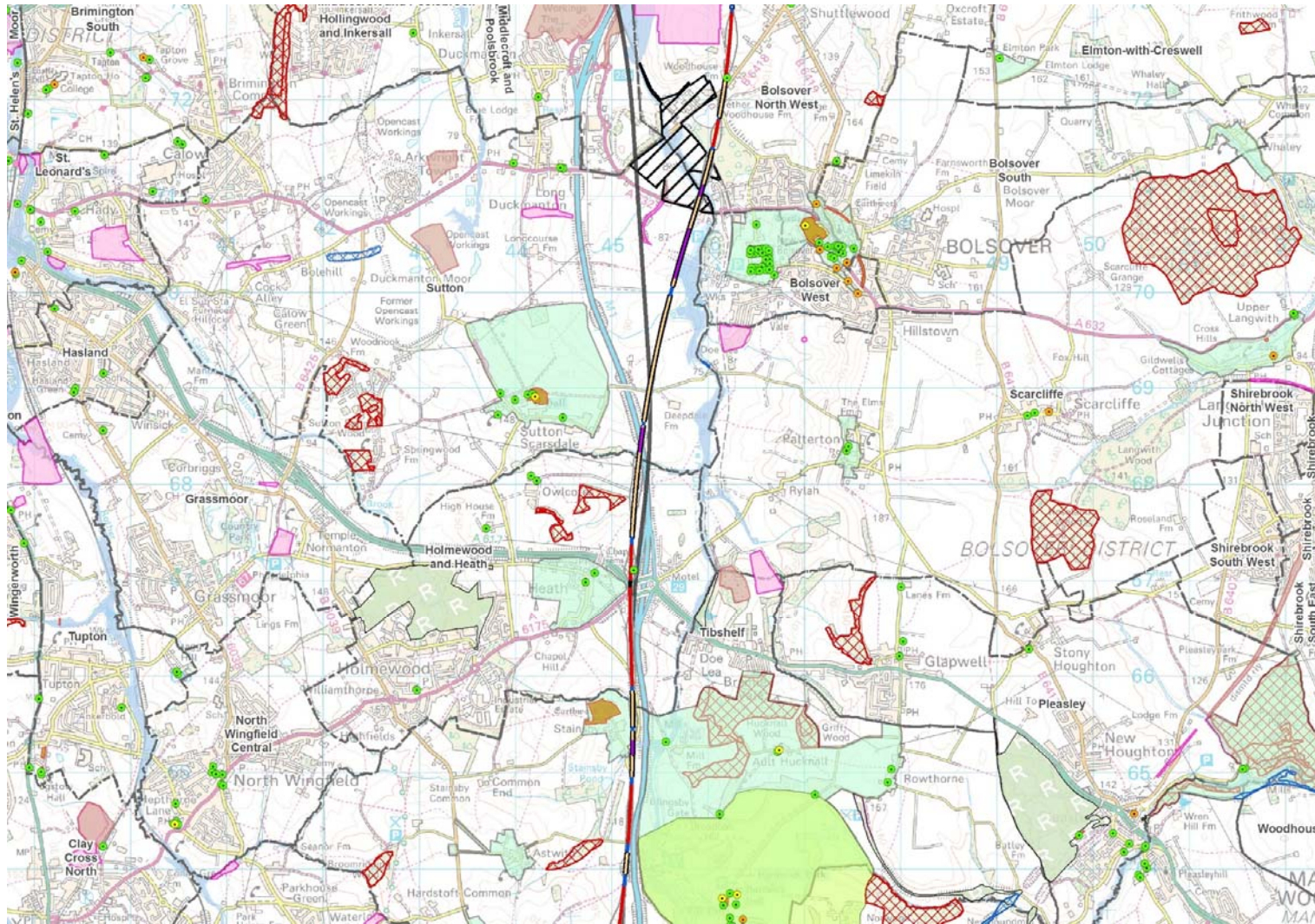


# M18 Route and Impacts - Langton to Hardwick



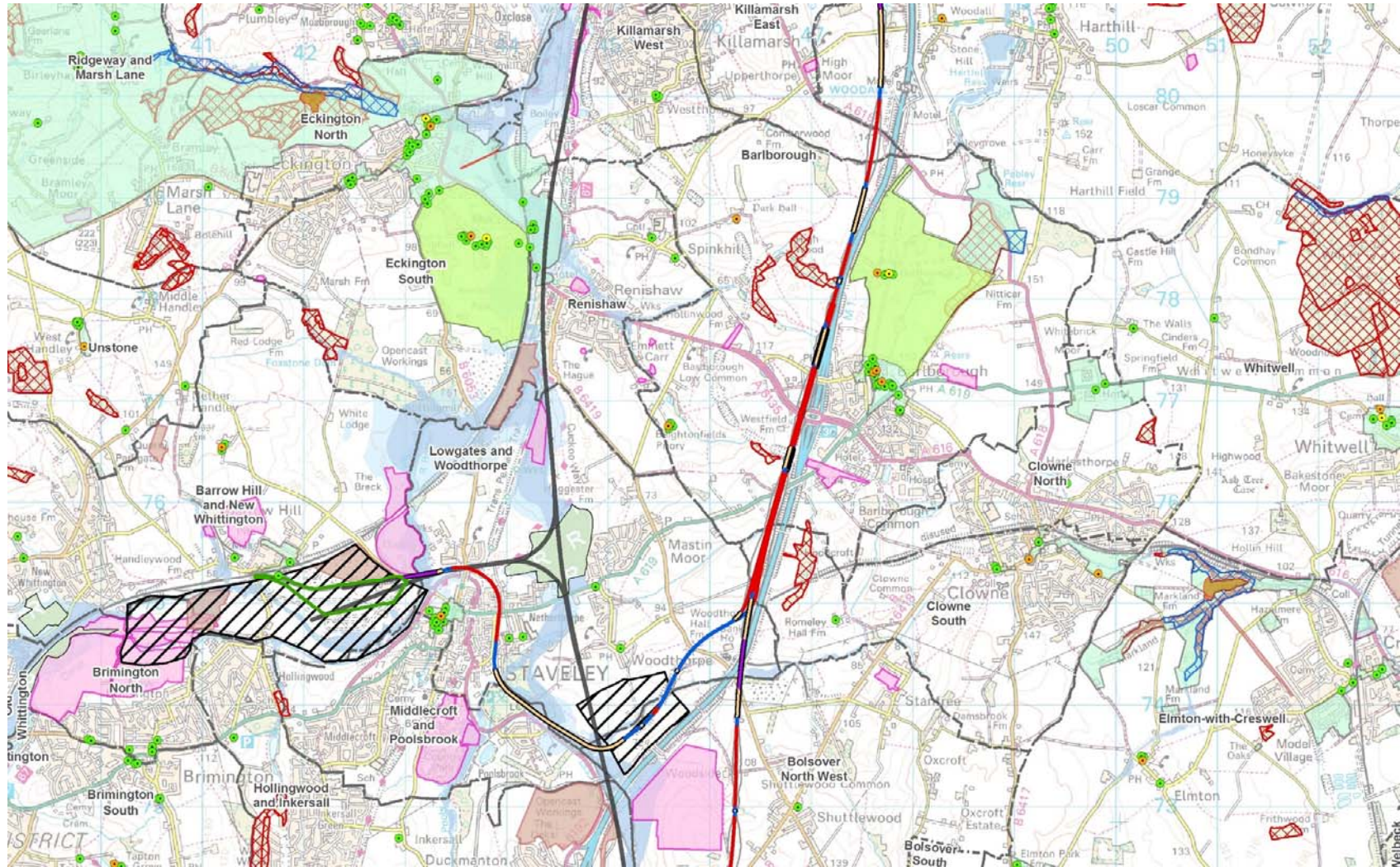


# Hardwick to Markham



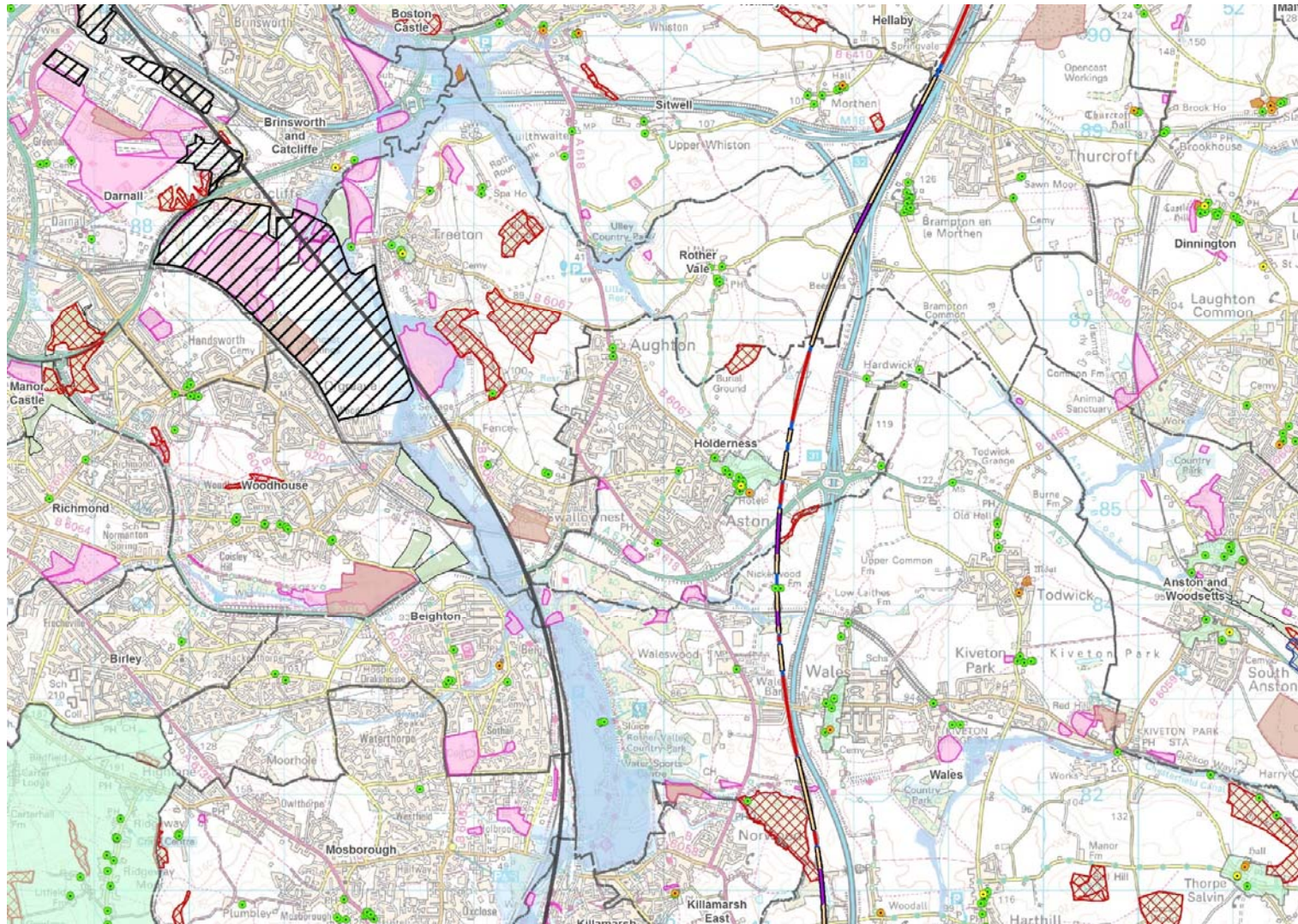


# Markham to Aston





# Aston to Thurcroft



## Informing the community

- 11 information events
- 6,500 people attended:
  - Bolsover – 240 visitors
  - Staveley – 613 visitors
- Opportunity to discuss proposals with HS2 technical teams
- 121's with those directly affected



## Next steps

- Expect Government announcement in Autumn 2016
- M18 / Eastern route would then require public consultation and safeguarding
- Property schemes to be introduced – Exceptional Hardship Scheme available now
- No Government decision on M18/Eastern route will be made until Summer 2017 at the earliest
- Options for an intermediate / parkway station in South Yorkshire are being developed

## Next steps

- We will continue to engage with you
- Happy to meet with residents' groups, Parish/Town Councils to explain the proposals

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

Telephone: 0207 944 4908

# Questions