

Appendix C

Proposed HS2 route through Leicestershire

Project Phasing and Route Options

- C 1. The HS2 project is being implemented in two phases. Phase 1 covers the route between London and the West Midlands. Consultation on the proposed route closed in July 2011 since when a number of refinements have been developed and the route finalised in response to the issues raised. A Hybrid Bill covering Phase 1 was published on 25 November 2013 and is programmed to receive Royal Assent by 2015.
- C 2. Phase 2 of the project covers the routes from the West Midlands to Manchester, Leeds and beyond as shown in **Appendix A** of this report. Following the current public consultation period, this will be the subject of a further hybrid bill which is programmed to be brought forward in the next parliament, following the May 2015 General Election.
- C 3. Route selection followed a similar process for each phase. Consultants appointed by HS2 Ltd. produced a “long list” of well in excess of 200 routes for consideration for Phase 2. The list was progressively reduced until two routes for the route to Leeds emerged. One route generally follows the A38 and M1 corridors through Derby, the other the M/A42 and M1 corridors through Ashby and Toton. Further details of this process can be found at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/68956/hs2-phase-two-engineering-options-report-west-midlands-to-leeds.pdf

Proposed Route of HS2 Phase 2 (eastern arm) in Leicestershire

- C 4. The government’s preferred route for HS2 (Phase 2) extends the proposed London to Birmingham link (Phase 1) from Birmingham to Manchester (the western arm) and from Birmingham to Leeds (the eastern arm). The plan in **Appendix A** shows a topological layout of the existing rail network alongside the proposed HS2 network, between London, Manchester, and Leeds.
- C 5. The proposed route through Leicestershire is part of the eastern arm, described in the HS2 consultation documents under references HSL06 (Birchmoor to Tonge) and HSL09 (Tonge to Little Eaton).
- C 6. Due to the size and fine detail contained in the HS2 route plans, these are not reproduced within this report. However, they are available at <http://www.hs2.org.uk/> (search for ‘HSL06’ or ‘HSL09’). A plan showing an overview of the route through Leicestershire is shown in **Appendix B**.
- C 7. The length of the proposed HS2 line through Leicestershire is approximately 29 kilometres - or about 18 miles - in length. This section of the eastern arm passes through North West Leicestershire generally following the M42/A42 corridor, across the M1 and the river Trent/ Soar floodplain where it leaves Leicestershire towards a new “East Midlands Hub” station at Toton rail depot, just north of Long Eaton, Derbyshire, between the cities of Derby and Nottingham.

- C 8. Describing the route from south-west to north-east, key elements of the route in Leicestershire include its crossing of the river Mease Special Conservation Area (SCA) and Site of Special Scientific Interest (SSSI); a 3km tunnel beneath both East Midlands Airport and the proposed adjacent strategic rail freight interchange; and the first 2km of a 3.3km long viaduct across the Trent / Soar floodplain between M1 (junction 24) and Long Eaton.
- C 9. In more detail, from south-west to north-east;
- C 10. The HS2 line designated as HSL06 crosses from Warwickshire into Leicestershire in cutting alongside the M42 passing to the west of Appleby Parva and Appleby Magna. It then approaches Measham on embankment, crossing the river Mease on a 17m high viaduct and passing through the Westminster industrial estate.
- C 11. Continuing, in cutting, close to the north side of Measham, it takes the alignment of the existing A42, which is consequently realigned 95m to the north-west.
- C 12. Beyond Measham, the line closely follows the A42 on its south east side to the north west of Packington, Newbold and Worthington before crossing A42 and A453 south of Tonge.
- C 13. From its crossing of A453 near Tonge, the line continues as HSL09 and passes the north west of Diseworth in cutting.
- C 14. The line then passes beneath East Midlands Airport and the Strategic Rail Freight Interchange in a 3km long tunnel. Emerging from the tunnel it climbs onto a new embankment as it approaches the M1 just to the north of Junction 24.
- C 15. The A50 and M1 are then crossed to the north west of Kegworth as the line continues on a 3.3km viaduct across the flood plain of the rivers Trent and Soar towards Long Eaton and the proposed station at Toton. The first 2km of this viaduct are in Leicestershire, before it crosses the river Soar, into Derbyshire.