

# HIGH SPEED RAIL: INVESTING IN BRITAIN'S FUTURE

Consultation on the route from the West Midlands  
to Manchester, Leeds and beyond

FINAL REPORT

Produced by Ipsos MORI for the Department for Transport and HS2 Ltd.

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**Glossary of terms**

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# 1

## OVERVIEW OF THE CONSULTATION

# CHAPTER 1 – OVERVIEW OF THE CONSULTATION

## BACKGROUND TO HS2

HS2 Ltd was set up by the Government in 2009 to explore the case for High Speed Two, a high speed rail line between London and the West Midlands and beyond. HS2 Ltd's original proposed plans for the route were reviewed alongside supporting studies and, as a result, a slightly altered route was announced in December 2010. The overall principal of proceeding with HS2, together with the proposed route, was then the subject of a public consultation which ran from February to July 2011.

Following analysis of the responses to this consultation, the Secretary of State for Transport decided to proceed with HS2 Ltd's recommended route for this high speed rail line in January 2012. This route is now known as Phase One.

The Government asked HS2 to explore options for a wider network. Additional recommendations by HS2 Ltd for a wider network, for the route to continue to Manchester and Leeds and connecting to the West and East Coast Main Line (WCML/ECML), were also accepted by the Secretary of State. On 28 January 2013, the Government published the Command Paper detailing its preferred route options for Phase Two: *High Speed Rail: Investing in Britain's Future – Phase Two: the route to Leeds, Manchester and beyond*.<sup>1</sup> On 17 July 2013 the Consultation on the proposed route from the West Midlands to Manchester, Leeds and beyond was launched.

## OVERVIEW OF THE ROUTE

The proposed new high speed network is being planned in two phases. **Phase One** of HS2 would see a new line run from London Euston, through a new station at Old Oak Common in West London, to a new Birmingham Interchange station near Birmingham Airport and then onto a new station in Birmingham city centre. The details of this route were announced by the Government on 10 January 2012. A hybrid Bill, which would give the Government the powers to construct and operate Phase One, is currently being considered by Parliament. If Royal Assent is achieved, it is expected that

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<sup>1</sup> Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69738/hs2-phase-two-command-paper.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69738/hs2-phase-two-command-paper.pdf)

construction of the line from London to Birmingham will begin in 2016 to 2017, allowing the line to open in 2026.

The current proposals for **Phase Two** would extend the high speed line from Birmingham to Manchester (the western leg) and Leeds (the eastern leg), with connections on to the West and East Coast Main Lines to serve the rest of the North of England and Scotland. Intermediate HS2 stations would be built at Manchester Airport, Sheffield Meadowhall and an East Midlands Hub at Toton (between Nottingham and Derby). It would be integrated with the existing rail network, allowing trains to serve destinations such as Crewe, Liverpool, Wigan, Preston, York, Newcastle, Glasgow, Edinburgh and many others.

The proposed route for consultation for Phase Two was set out in the consultation document *High Speed Rail: Investing in Britain's future. Consultation on the route from the West Midlands to Manchester, Leeds and beyond.*<sup>2</sup> It is important to note that the purpose of the consultation was to seek views on the Government's proposed route, as well as using capacity released by HS2 and making provision for other utilities along the route, rather than the overall strategy for HS2.

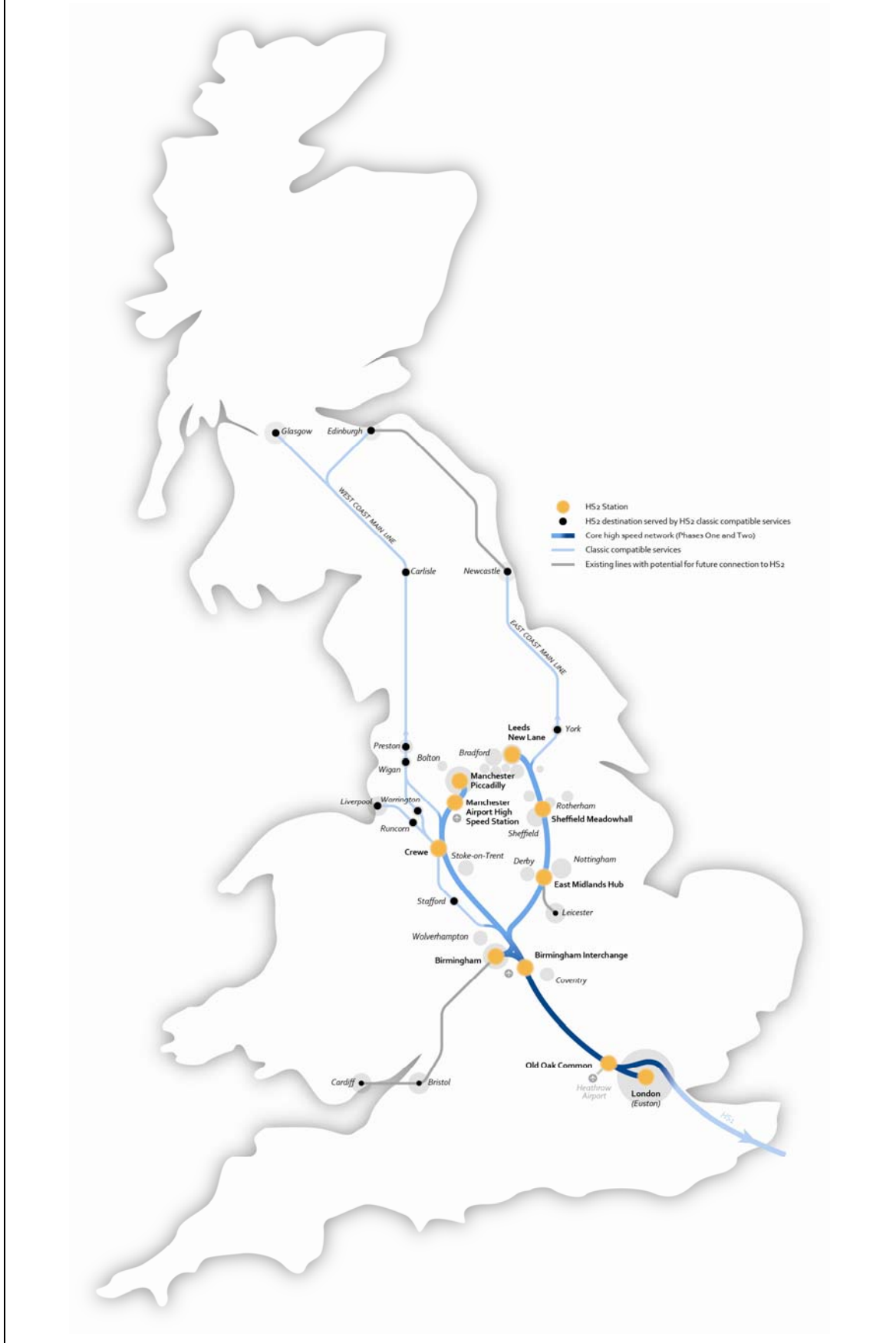
The consultation document detailed the specific line of route of the Y-shaped network, running from a connection with Phase One at Lichfield, along the western leg to Manchester Piccadilly Station, and along the eastern leg to a new station at Leeds New Lane. The document set out proposals for an East Midlands Hub at Toton, as well as a station at Sheffield Meadowhall, and Manchester Airport. The document outlined plans for engineering features such as tunnels, cuttings, bridges and viaducts, and infrastructure such as depots and maintenance loops.

The map below illustrates the proposed line of route for both Phase One and Phase Two. It should be noted that this is the map which was used in the consultation document published in 2013. It therefore shows the HS2-HS1 link which has been removed from the High Speed Rail (London-West Midlands) Bill at the second reading stage in March 2014.

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<sup>2</sup> Available at:  
[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)

Figure 1.1 HS2 – Map of High Speed Britain



### **Proposals for the western leg route**

The proposed western leg of the network would serve the stations at Manchester Airport and Manchester Piccadilly. The line would connect with the London-West Midlands leg near Lichfield in the Midlands, before heading north-west past Stafford and on towards Crewe. A connection with the WCML would be provided just south of Crewe, with the main line continuing in a twin tunnel under the town heading north. It would cross over the M6 and then under the M56, before heading up past Warrington to a further connection with the WCML south of Wigan. The Manchester stations would be served by a spur off the main line running roughly parallel with the M56 towards Manchester Airport. The Manchester Airport High Speed Station would be located between Junctions 5 and 6 of the M56 as the line approaches the main built-up area of Manchester. Heading north from here, the line would enter a seven-and-a-half mile twin tunnel, surfacing a short distance from the new station alongside the existing station at Manchester Piccadilly. The total route length would be 94 miles (150 km).

### **Proposals for the eastern leg route**

The proposed eastern leg would serve stations at Toton, Sheffield Meadowhall and Leeds. The line would connect with the London-West Midlands leg to the east of Birmingham, near Junction 4 of the M6, and then follow the M42 corridor north-east towards Derby and Nottingham. The East Midlands Hub station would be located between these two cities at Toton, about a mile from the M1. The line would head north, following the M1 corridor as it heads towards South Yorkshire. The station serving this region would be located at Meadowhall alongside the M1, between Sheffield and Rotherham. From here, the line would pass to the east of Barnsley and connect to the ECML, nine miles to the south-west of York. As with Manchester, Leeds would be served by a spur off the main line. It would run within the existing Castleford to Leeds railway corridor, passing the southern suburbs of Leeds before rising above street level into the new station at Leeds New Lane. The total route length would be 115 miles (185 km).



## **Appraisal of Sustainability**

An Appraisal of Sustainability (AoS) process has been used to help HS2 Ltd take account of sustainability issues at each stage of Phase Two's development. The findings of the AoS are reported in detail in *Sustainability Statement - Volume 1: main report of the Appraisal of Sustainability*.<sup>3</sup> At a later stage, once the Secretary of State for Transport has identified its preferred scheme following this consultation, a more detailed Environmental Impact Assessment (EIA) will be undertaken.

## **Improvements to the existing rail network because of HS2**

Many traditional long distance journeys on the existing rail network could instead be delivered by high speed trains as a result of the HS2 network becoming operational. This could generate additional capacity for commuter, regional or freight services. The Department for Transport commissioned Network Rail to consider options for the future use of the existing rail network. Network Rail published *Better Connections: Options for the integration of High Speed 2*<sup>4</sup> in July 2013.

## **Maximising the benefits of HS2**

The Government has stated that there would be an opportunity to make wider infrastructure use of the route between London, Birmingham, Manchester and Leeds beyond running a railway. Provisions have been made for the future installation of a communications cable along the 140 miles of track for Phase One if there is commercial demand. HS2 Ltd is exploring the possibility of making provision along Phase Two of the HS2 network for other utilities such as water, electricity or integration with flood management schemes.

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<sup>3</sup> Available at: [http://assets.hs2.org.uk/sites/default/files/consultation\\_library/pdf/PC205%20Vol%201%20Sustainability%20Statement%20180713.pdf](http://assets.hs2.org.uk/sites/default/files/consultation_library/pdf/PC205%20Vol%201%20Sustainability%20Statement%20180713.pdf)

<sup>4</sup> Available at <http://www.networkrail.co.uk/improvements/high-speed-rail/>

# 2

## THE CONSULTATION PROCESS

## CHAPTER 2 – THE CONSULTATION PROCESS

### TAKING PART IN THE CONSULTATION

The consultation on the route from the West Midlands to Manchester, Leeds and beyond was launched on 17 July 2013. The purpose of the consultation was to give both individuals and organisations the opportunity to put forward their views and comments on the proposed route from the West Midlands to Manchester, Leeds and beyond, as well as the proposed stations and supporting infrastructure such as depots, viaducts and tunnels. The consultation also sought views on how the potential released capacity generated by HS2 could be used, and on the opportunities to introduce other utilities along the route.

A 122-page consultation document, giving details of the proposed route, was made available on HS2 Ltd's website, along with a 33-page booklet summarising the proposals. Supporting documentation, including maps of the proposed route and technical and environmental reports, were also made available. A website and enquiries line were maintained by HS2 Ltd throughout the consultation. A communications campaign was carried out to inform those interested in the proposals.

As part of the consultation, HS2 Ltd held a series of public information events near the Phase Two route between October 2013 and January 2014. These events provided an opportunity for local people to review the consultation information, understand more about the implications for their local area and to speak directly with staff about the proposed scheme. Shortly before the events programme began, a mail out was carried out to inform those living within 1 km of either side of the proposed route about the consultation.

Local authorities and libraries along the line of route, as well as other organisations and statutory bodies, received hardcopies of consultation documents for public display. Adverts were placed in local newspapers and online and were run throughout the consultation period.

There were a number of formal channels through which individuals and organisations could make known their views on the route:

Hard copy **response form** (a copy is provided in Appendix A of this document).

Online **response platform** mirroring the hard copy response form, which could be accessed through the HS2 website.

**Written letter:** a freepost address was provided on the hard copy response form, as well as in the consultation document and the summary consultation document<sup>5</sup>.

**Email** via a dedicated email address.

## THE RESPONSE FORM AND THE CONSULTATION QUESTIONS

The paper version of the consultation response form consisted of twelve sides of A4. Respondents who wished to give a longer answer than they could fit in the boxes were asked to continue on a separate sheet of paper and enclose it with the response form. A total of 593 respondents submitted separate sheets of paper. Responses could also be completed electronically, using a web-based online response form.

Questions relating to the proposed scheme were as follows:

### SECTION A – THE WESTERN LEG (WEST MIDLANDS TO MANCHESTER)

**Question 1 – The route and supporting infrastructure.** *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.*

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<sup>5</sup> Some respondents chose to write directly to HS2 Ltd or the Department for Transport outside of the stated formal response channels. Where possible, such responses were identified and forwarded to Ipsos MORI for analysis.

**Question 2 – Proposals for stations.** Do you agree or disagree with the Government's proposals for:

- a. A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7)?
- b. An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6.)?

**Question 3 – Additional stations.** Do you think that there should be any additional stations on the western leg between the West Midlands and Manchester?

## **SECTION B – THE EASTERN LEG (WEST MIDLANDS TO LEEDS)**

**Question 4 – The route and supporting infrastructure.** 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.

**Question 5 – Proposals for stations.** Do you agree or disagree with the Government's proposals for:

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

**Question 6 – Additional stations.** Do you think that there should be any additional stations on the eastern leg between the West Midlands and Leeds?

## **SECTION C – THE ENTIRE ROUTE (WEST MIDLANDS TO MANCHESTER AND LEEDS)**

**Question 7 – Appraisal of sustainability.** 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.

**Question 8 – Freed capacity.** 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.

**Question 9 – Utilities.** Please let us know your comments on the introduction of other utilities along the proposed Phase Two route as described in Chapter 11.

**Other questions.** In addition to the nine specific questions about the proposed Phase Two route, several more questions were asked of respondents:

Whether the respondent was responding on behalf of themselves or an organisation or group (Section A of Part One of the response form).

Contact details (name/address/postcode/email) of those responding as individuals (Section B of Part One of the response form).

Details of the organisation or group, including contact details, category of group/organisation and the respondent's role within the group/organisation (Section C of Part One of the response form).

## **TIMING OF THE CONSULTATION**

The consultation ran from 17 July 2013 to 31 January 2014. All responses dated and received within the consultation dates were analysed and included in this report. In addition, to make allowance for any potential delays with the post or misdirection of emails, paper responses, letters and emails were reviewed up until 7 February 2014 to check the date and time at which they were sent. If they were sent before the closing deadline they were accepted. All responses with a postmark of or before 31 January 2014, or other verifiable proof of postage before the deadline, were included in the analysis.

The consultation closed at 5pm on 31 January. However, in recognition of the potential confusion that changes to the Phase One Environmental Statement consultation closing date may have caused, it was felt to be appropriate to accept responses until midnight on 31 January.

In cases where there was a misdirection of emails or a systems failure, online response forms and emails were accepted on a case-by-case basis. Responses forwarded from the Department for Transport and HS2 Ltd were accepted as long as they had been originally submitted by the respondent before the consultation deadline and were received at Ipsos MORI by midnight on 31 January 2014.

# 3

## RESPONSES TO THE CONSULTATION

## CHAPTER 3 – RESPONSES TO THE CONSULTATION

### NUMBER OF RESPONSES

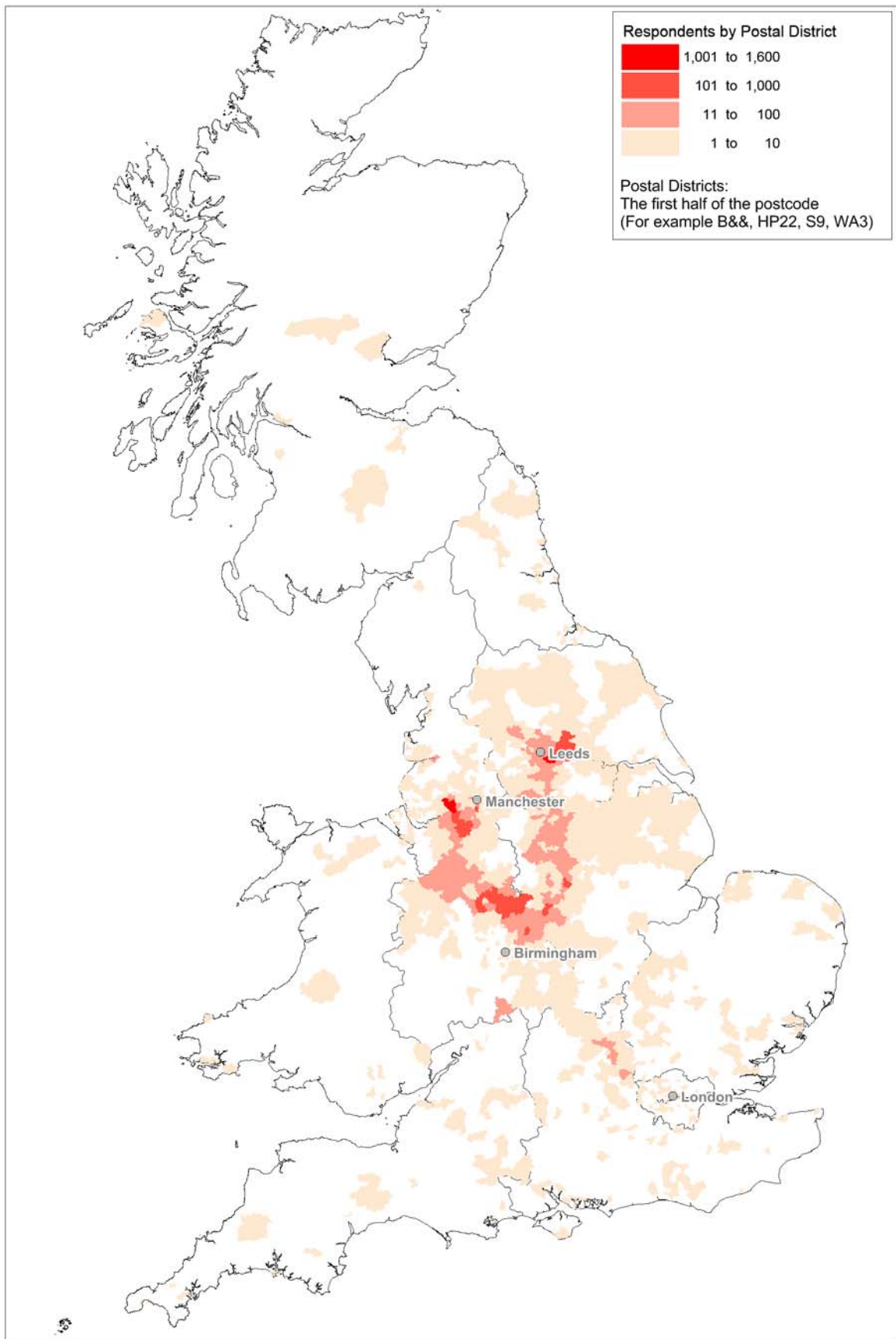
In total, **10,083 responses** were received within the consultation period (17 July 2013 to 31 January 2014). Responses were received via a number of different response channels, the breakdown of which is set out below:

<b>Table 3.1 Response type</b>	
	<b>Number of responses</b>
<b>Online response form</b>	2,718
Responses submitted via the response form on the consultation website	
<b>Hard copy response form</b>	496
Completed response forms submitted by post or scanned and emailed	
<b>Letters and emails sent to the consultation response address</b>	1,447
Responses submitted by post/email not using the response form structure (letters, emails, postcards, reports)	
<b>Organised campaign responses</b>	5,414
Responses where it has been identified that many identical or almost identical copies were submitted, indicating that they were sent as part of an organised campaign	
<b>Petitions</b>	8
A single response with multiple signatories	
<b>Total</b>	<b>10,083</b>

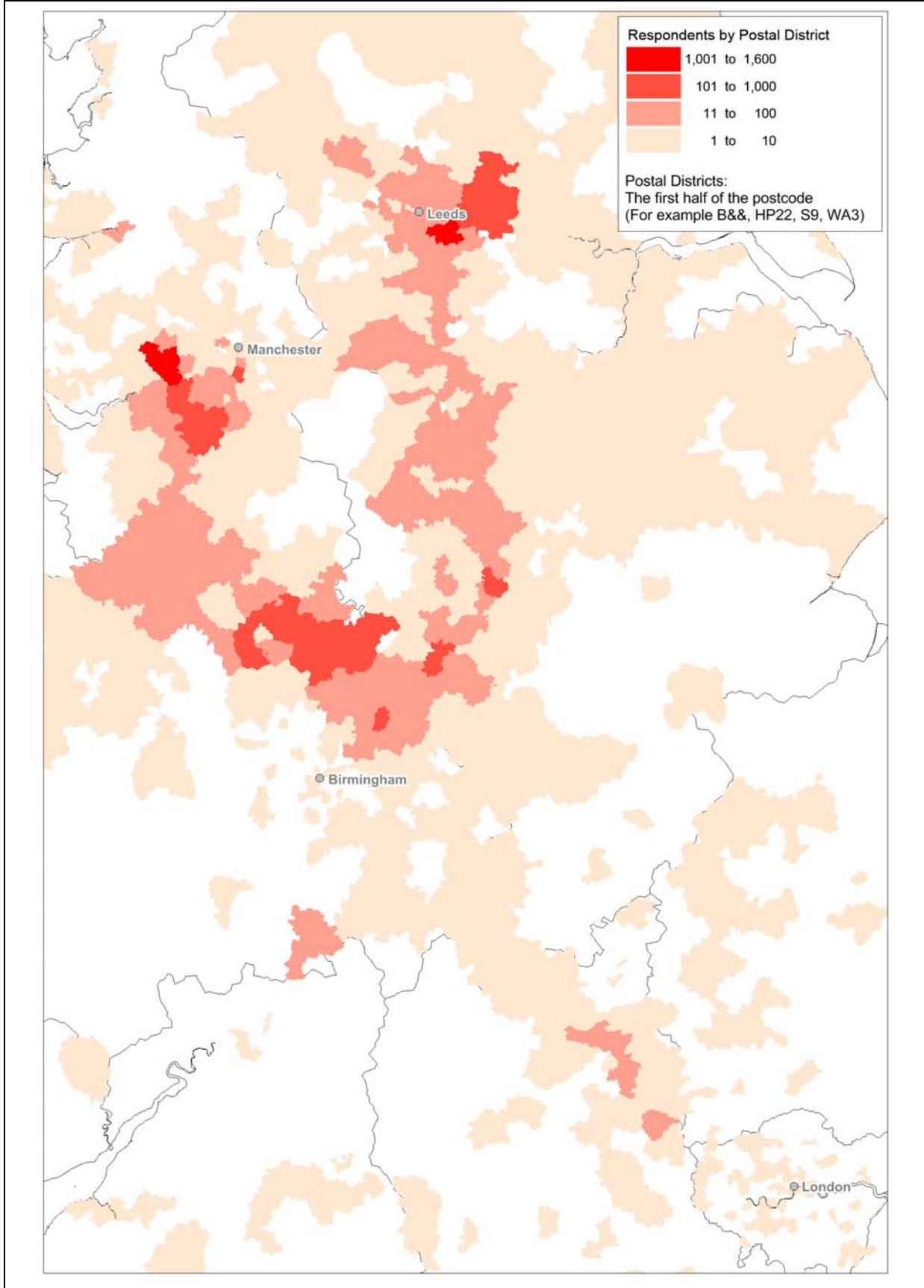
A total of 9,206 respondents provided a postcode. The maps overleaf show the distribution of postcodes:



**Figure 3.1 Postcode distribution of consultation responses - Great Britain**



**Figure 3.2 Postcode distribution of consultation responses – Line of Route**



At both the booking in and data processing stages, a number of duplicate responses were identified. These were instances where the same individual or organisation had submitted more than one identical response. Where these duplicates were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses.

Responses have continued to come in since the close of the official consultation – these responses have been classified as “late returns”. Each of these responses has been logged and forwarded on to HS2 Ltd for consideration, but will not form part of this report. As of 8 July 2014, 54 late responses have been received since the close of the consultation period.

## BESPOKE RESPONSES

Some respondents chose not to use the response form and sent in bespoke written comments via letter, postcard and email. Respondents using the response form were directed to the consultation document and answered specific questions about the proposals being consulted upon. It is not known to what extent the respondents submitting bespoke letters or emails were aware of the wording of the questions on the consultation (and, therefore, the scope of issues being consulted upon). While the figures provided in the text of the main body of this report combine comments from response forms and letters/postcards/emails, it is important to bear this point in mind.

## CAMPAIGN RESPONSES

It is common in high profile public consultations for interest or campaigning groups to ask their members, supporters and others to submit responses conveying the same specific views. Where identically worded responses have been received (either as letters, postcards or emails) these have been treated as organised campaign responses.

A total of **30 identical sets of responses** were received, each of which are detailed within the table below. A summary of each campaign is included as a section within each relevant chapter in this report, but not as part of the bespoke response commentary. This enables us to tell the difference between multiple responses which have used the same wording and bespoke responses.

**Table 3.2 Campaigns submitted as part of the consultation on the route from the West Midlands to Manchester, Leeds and beyond**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Cheshire's Second Rail Revolution	715
West Midlands and Leeds Part 1 (SOWHAT)	708
Stop HS2 through Altofts	445
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
The Lee Brigg Club	296
Golborne from Hoo Green: Objection	275
Conservative Objection - Village of Lowton	251
Chesterfield-canal-trust.org	201
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
The Future Starts Here	159
StopHS2.org Part 1	152
North West Leicestershire Objection	127
Object Rixton & Glazebrook	117
West Midlands and Leeds Part 2 (SOWHAT)	114
Lymm Communities: Object	106
Opposed to the Construction of HS2	45
Parish Council and Community In Favour	41
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Online campaign 1	16
High speed line is unnecessary	10
Online campaign 3	8
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5
<b>Total</b>	<b>5,414</b>

Campaigns may have increased awareness and encouraged a greater number of responses via all methods of response, not just organised responses.

A number of campaigns provided recommended responses to consultation questions. In our analysis of responses, we have identified, where possible, where campaign wording has been used by a number of respondents. More details of campaigns can be found in Appendix C.

## PETITIONS

A total of **8 petitions** were received:

**Table 3.3 Petitions submitted as part of the Consultation on the route from the West Midlands to Manchester, Leeds and beyond**

	Number of signatures
Combined Handicapped and Disabled Society (CHADS)	335
Wakefield District - Ward 5	289
Warrington Stop HS2	192
Ledsham Parish Council	93
Stockwell Heath, Hamley and Hamley Heath	26
Lower Lewden Residents	22
Residents of Raleigh Close and Local Area	21
Residents of Stockwell Heath	13
<b>Total</b>	<b>965</b>

As is standard practice in a consultation, each petition is counted as a single response.

## CODING OF RESPONSES

Analysis of the responses required coding of the data. Coding is the process by which responses are matched against standard codes Ipsos MORI has compiled, so that their content can be classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a number of respondents in their verbatim responses.

The codeframe was structured thematically. These themes were developed in conjunction with HS2 Ltd and grouped under *general*, *engineering*, *operational* and *environmental* headings. The codes which Ipsos MORI created were allocated to a theme. Each theme was given an explanation of what type of responses should be coded under it, and a list of example concepts and keywords that might come up.

The codeframe was also organised by *location*. Comments relating to a specific location were coded under that location, as well as allocated a theme. This approach means that the data can be analysed both by location and by theme.

Comments both on the topics being consulted on as well as wider issues (such as the overall strategy for HS2) were captured in the codeframe.

The codeframe was structured as follows:

**Section A:** Comments on the **western leg (Q1-3)**. All comments on the western leg and western leg stations were coded here. Any sustainability comments relating to western leg locations were also coded here.

**Section B:** Comments on the **eastern leg (Q4-6)**. All comments on the eastern leg and eastern leg stations were coded here. Any sustainability comments relating to eastern leg locations were also coded here.

**Section C:** Comments on the **whole route** and **comments which went beyond the scope of the consultation questions:**

- Appraisal of sustainability (Q7)
- Freed capacity (Q8)
- Utilities (Q9)
- Any other comments on Phase Two (beyond the scope of the consultation)
- General comments on HS2 (beyond the scope of the consultation)
- Comments on the consultation and other general issues (beyond the scope of the consultation)

Comments were coded in the section of the codeframe they related to rather than on a question-by-question basis. For instance, if a respondent made a comment about the eastern leg at Q1 (which asks about the western leg), this was coded under the eastern leg section of the codeframe. Where there was nothing to link a comment with the western leg or the eastern leg or Phase Two, the comment was coded in relation to the whole HS2 project.

For each question, we have provided a categorisation into “*agree*” or “*disagree*” derived from a combination of several of the codes in the codeframe by which responses to the consultation were classified. Some respondents were in agreement with, or disagreed with, at least one of the elements of the proposal, but this did not necessarily mean that

they were in agreement or disagreement with the proposal as a whole. If the respondent stated forceful agreement and used words such as “*fully agree*”, “*wholeheartedly agree*” or “*strongly in favour*” this was coded as “**Strongly agree**”. Similarly, if the respondent stated forceful disagreement (words such as “*strong*”, “*very unhappy*”, “*completely disagree*” or “*deeply*”) then the “**Strongly disagree**” code was applied. Otherwise, those who expressed general agreement (e.g. “*approve*”/“*in favour*”) or general disagreement (e.g. “*object*”/“*disagree*”/“*against*”) attitudes would be coded as “**agree**” or “**disagree**”, as appropriate. Some respondents stated that they agreed with the proposal, but with caveats. If the respondent used words or phrases such as “*I only agree if ...*” or “*I fully support the proposals, subject to ...*”, then the “**Agree with caveats**” code was applied.

Some respondents wrote “*agree*” or “*disagree*” in response to a question without commenting specifically on the detailed proposals relevant to that question. If it was clear from the response that the agreement or disagreement was in relation to Phase Two or HS2 more generally, it was coded under Phase Two/HS2 (as appropriate). Where it was not clear, it was coded under the specific question because it is not possible to make assumptions that the sentiment expressed was general rather than related to the specific question.

Where it was clear and unambiguous that agreement/disagreement related to another question, then it was coded under that question. For instance if someone wrote at Q1 “*I disagree with the proposed route because of the impact on [an eastern leg location]*” both the comment and the disagreement was coded under Q4. Where there was any element of doubt, the agreement/disagreement was coded under the question the respondent answered, even if their comments related to other questions.

The complete coding frame is comprehensive in representing the whole range of issues or viewpoints given in the responses. The codes were continually developed throughout the consultation period as further responses were coded to ensure that any new viewpoints that emerged were captured and no nuances lost. Any one response may have had a number of different codes applied to it if a respondent made more than one point, or addressed a number of different themes or viewpoints.

The list of codes into which responses were classified (together with the number of responses falling into each) will be published in a separate Technical Annex, which will also set out the coding and data handling procedures in more detail. The same codeframe was developed for analysing both response forms and letters/emails.

## READING THE REPORT AND INTERPRETING FINDINGS

This report follows the order of the consultation response form, and covers:

- The **western leg route** and supporting infrastructure (Chapter 4)
- Proposals for **stations on the western leg** (Chapter 5)
- The **eastern leg route** and supporting infrastructure (Chapter 6)
- Proposals for **stations on the eastern leg** (Chapter 7)
- The **Appraisal of Sustainability** (Chapter 8)
- 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 (Chapter 9)
- The **introduction of other utilities** along the proposed Phase Two route (Chapter 10)
- General comments on Phase Two, HS2 and the consultation** (Chapter 11)

It should be noted that **our analysis is qualitative in nature as the consultation questions were open, free-text response questions**. As this is a qualitative thematic analysis, numbers (where reported on) can never be treated as the complete picture of the views expressed.

We have provided numbers for overall levels of agreement and disagreement with the proposals for the route and stations, as well as the number of respondents mentioning specific western and eastern leg locations, broken down further into positive and negative comments. These numbers are intended to provide a sense of the scale of agreement or disagreement with consultation proposals among respondents, as well as an indication of which locations attracted the most comment. As many locations were mentioned in responses to the consultation, most locations referenced by less than 15 respondents have not been included in this report. Exceptions have been made where respondents have made specific comments about the design of the route.

**As our analysis is qualitative, exploring the themes which have emerged from what respondents wrote in response to the consultation, these numbers need to be treated with caution.** Many respondents have not expressed agreement or disagreement or have not commented on specific issues raised by other respondents. Where this is the case, it is not possible to infer levels of agreement or disagreement or what their views might be. Given the nature of the consultation, it is not always possible to tell if a respondent agrees or disagrees, for example, with the proposed route. It is also possible and valid for the same respondent to provide positive, negative and



neutral comments within a single response. The numbers in relation to locations cannot be seen to be definitive because some location mentions have been coded under other locations as certain points cover both.

Although our analysis is qualitative in nature, it can be valuable to understand how frequently particular points were made. We have therefore used the following terms consistently throughout the report.

**A handful/several** – less than 10 responses

**A few** – between c.10-50 responses

**Some** – c.50-200 responses

**Many** – more than 200 responses

**Most** – more than half of respondents commenting on a particular issue

We have used verbatim quotes to illustrate some of the points made by respondents. These verbatims have been selected to provide a mix of positive and negative comments and to represent the views of both members of the public and stakeholders. General public quotes were chosen to illustrate a commonly held sentiment.

**It is important to note that this report is a summary of the views of respondents about HS2 Ltd's proposals. Respondents' comments about or interpretations of these proposals may be inaccurate or open to question. Examples include incorrectly describing areas as an Area of Outstanding Natural Beauty or making incorrect statements about specific journey times.**

Finally, it is important to bear in mind that **this report can only document the responses given to the consultation and cannot be extrapolated to measure how widely particular views and opinions are held.** The consultation does not comprise the responses of representative samples of the general public, businesses, or indeed other interested parties. There can be a tendency for responses to come from those more likely to consider themselves affected, particularly negatively, and more motivated to express their views. It may also be the case that respondents to the consultation are more likely to have read the consultation document, and therefore to be better informed about the proposals, than a sample of the general public would be.

It must be understood, therefore, that the consultation as reflected through the report can only hope to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the proposals. It cannot measure in fine

detail the exact strength of particular views or concerns amongst the general public, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive statement of public and business opinion.

The Government held this consultation to seek the views of interested individuals and organisations on its proposed route for Phase Two, as well as using capacity released by HS2 and making provision for other utilities along the route. The feedback from responses to the consultation is being used to inform decision-making in relation to specific locations and more generally.

# 4

## THE ROUTE AND SUPPORTING INFRASTRUCTURE (WESTERN LEG)

## CHAPTER 4 – THE ROUTE AND SUPPORTING INFRASTRUCTURE (WESTERN LEG)

This chapter provides a summary of responses to the consultation which address the issues relating to Question 1 in the consultation document.

### Question 1 wording

*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.*

This chapter first of all looks at levels of agreement and disagreement with the western leg, before going on to summarise responses relating to each section of the route and then the western route overall. Finally, it sets out campaign responses received in relation to the western leg.

Section 4.1: Overall reaction to the route and supporting infrastructure

Section 4.2: Lichfield to Newcastle-under-Lyme. This section is further broken down as follows:

- Lichfield to Great Haywood
- Crossing of the Trent and Mersey Canal to Yarlet
- Yarlet to Newcastle-under-Lyme

Section 4.3: Newcastle-under-Lyme to Crewe. This section is further broken down as follows:

- Newcastle-under-Lyme to Chorlton
- Chorlton to Crewe

Section 4.4: Crewe to Golborne. This section is further broken down as follows:

- Crewe to delta junction at Hoo Green
- Hoo Green to route past Lymm
- Route passing Warburton to the viaduct over Manchester Ship Canal
- Warrington
- Crossing of the M62 to Culcheth
- Culcheth to Golborne

Section 4.5: Approach to Manchester. This section is further broken down as follows:

- Delta junction at Hoo Green to Manchester Airport High Speed Station
- Manchester Airport High Speed Station to Manchester Piccadilly Station

Section 4.6: Beyond the western leg. This section is further broken down as follows:

- Liverpool
- Wigan
- Preston
- Blackpool

Section 4.7: The western leg overall

Section 4.8: Campaign responses

Sections 4.2-4.6 firstly consider comments regarding the line of route and supporting infrastructure, discussing any positive or negative comments about impacts relating to that section of route. It then covers alternative suggestions and suggested measures to reduce impacts on local areas and communities.

### **Summary of consultation responses**

There were 2,838 respondents who commented on the proposed route between the West Midlands and Manchester. In addition, there were also 18 organised campaigns and four petitions received which made reference to the western leg.

469 respondents said they agreed with the proposals, and 1,377 respondents said that they disagreed.

Positive comments about the western leg highlighted the economic benefits to the West Midlands and the North West, as well as the connectivity and capacity advantages the route would bring, particularly to Manchester.

Negative comments tended to focus on sections of route which would pass through the Staffordshire and Cheshire countryside, particularly along areas where the line would be raised, such as at the point of the grade-separated junction south of Crewe and the crossing of the Manchester Ship Canal. Large infrastructure proposals such as the delta junction near Hoo Green and the proposed depot at Golborne were also areas of concern.

Concerns were expressed about the impact of the route on local communities and the countryside, with noise, visual impacts, economic impacts, impacts on property,

businesses and jobs, pollution, and disruption caused by construction all raised. The locations receiving the most negative mentions were Culcheth (196 negative comments), Warrington (129 negative comments) and Golborne (112 negative comments).

There were also criticisms that the proposals did not include high speed connections or high speed stations at Crewe, Liverpool, Stafford, Stoke-on-Trent and Warrington.

A wide range of alternatives to the proposed route were put forward. In the **Lichfield to Newcastle-under-Lyme section**, these included reconsidering the alternative HSM03<sup>6</sup> option, rerouting the line to avoid multiple crossings and viaducts, lengthening the viaduct over the River Trent, an alternative alignment which involves lowering the line and, also, removing the vertical curve and the line passing Marston. There were suggestions to mitigate the impacts of the route through tunnelling from Ingestre to Marston and around Swynnerton. There were also suggestions to realign the route to avoid local communities. There were some respondents who proposed the line should be re-routed to pass nearer or through Stoke-on-Trent.

In the **Newcastle-under-Lyme to Crewe section**, suggestions included increasing the length of the tunnel between Whitmore Heath and Whitmore village or removing the curve in the route and removing the viaduct over the Meece Brook floodplain. A number of alternatives were proposed in relation to Crewe, including a new HS2 station, terminating the line at Crewe, or following the existing Crewe to Manchester line. There were a wide range of suggestions about enhancing Crewe's connectivity, including building a spur to improve connectivity to Manchester and Leeds.

In the **Crewe to Golborne section**, a common alternative to the proposed line of route put forward by respondents was to upgrade the WCML north of Crewe. Suggestions in relation to the line of route included: that it should pass alongside or follow the M6 through Cheshire; or that the line should be lowered north of the M6

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<sup>6</sup> A section of route between Streethay and Swynnerton set out in the Engineering Options Report West Midlands to Manchester, January 2013. <https://www.gov.uk/government/publications/hs2-phase-two-engineering-options-report-west-midlands-to-manchester>

crossing or from Hoo Green towards Warburton. It was suggested that several sections of the route should be tunnelled; between Winterbourne and Warburton; under the Manchester Ship Canal instead of using a viaduct; around Rixton-with-Glazebrook and Hollins Green; from the A580 to Byrom Hall. There were also calls for the route to be realigned to avoid impacts on local communities such as Culcheth, Warburton and Rixton-With-Glazebrook. There were suggestions for different locations for the proposed rolling stock depot at Golborne, such as the Longsight depot in Manchester. Several respondents called for a direct route to Warrington.

In the **approach to Manchester section**, suggested alternatives were to follow existing transport routes between Crewe and Manchester, straighten the route, specifically the route through Tatton, lower the line through Ashley, realign the route to avoid Warburton Green and Hale Barns and move the route further south. There were also calls for the ventilation shaft in Didsbury to be relocated, for the location of the northern portal tunnel to be moved, and for a depot to be built in Manchester.

Extending the route to Liverpool and Wigan was suggested, and there were some comments about the future expansion of high speed services. There were a few comments from respondents not directly on the proposed line of route about the benefits of being linked to a high speed network. Turning to alternative suggestions in relation to the western leg overall, it was argued that the route should be straighter, there should be one line from Manchester to London, it should avoid Crewe and that existing transport corridors should be utilised.

Campaign responses tended to focus on the Crewe to Golborne section of the route. The section of the route near Lymm, the Golborne depot and its connection to the route, the line from Golborne to Hoo Green and the Warburton to Bamfurlong section all attracted strong disagreement because of perceived impacts on the local area and communities. There were campaigns originating from Culcheth (347 responses), Lowton (251 responses), Rixton-with-Glazebrook (558 responses), Lymm (106 responses) and Warrington (7 responses). It was suggested that the route should link to the WCML from Crewe, that Warrington should be given a link to an upgraded WCML via Crewe, that the depot at Golborne be moved, that the bridge through Rixton-with-Glazebrook be moved and that tunnels should be considered.

## 4.1 Overall reaction to the route and supporting infrastructure

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about the western leg. The remainder of respondents commenting did not express an opinion about the western leg overall.

**Table 4.1 Views on the route and supporting infrastructure (western leg) (number of responses)**

<b>Non-campaigns</b>	<b>2,022</b>
Agree strongly	30
Agree	333
Agree with caveats	106
Neither agree nor disagree	176
Disagree	1,196
Disagree strongly	181
<b>Campaigns<sup>7</sup></b>	<b>2,447</b>
Agree	200
Disagree	1,617
Disagree strongly	630

For more information about these campaigns and petitions, please see Section 4.10 and also Chapter 3 of this report.

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<sup>7</sup> For an explanation of how these categorisations were derived, and how codes were applied more generally, please see Chapter 3.



## 4.2 Lichfield to Newcastle-under-Lyme

The table below lists the number of respondents mentioning each location for this section of the route.<sup>8</sup>

**Table 4.2 Respondents mentioning each location - Lichfield to Newcastle-under-Lyme**

<b>Location</b>	<b>Total number of respondents</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions /mitigations</b>
Stoke-on-Trent	205	0	71	1	176
Stafford	108	0	53	9	64
Ingestre	57	3	45	1	43
Lichfield	39	0	20	6	21
Hopton	39	1	31	0	27
Hixon	30	2	13	5	19
Fradley	18	0	11	2	11
Marston	18	0	18	0	5
Great Haywood	17	0	15	0	6
The Ridwares	16	0	15	1	7
Cannock Chase AONB	13	3	10	0	3
Stockwell Heath	13	0	12	0	6
Swynnerton	13	0	11	0	7
King's Bromley	9	0	8	2	6
Trent & Mersey Canal	11	0	8	0	5
Weston	7	0	5	0	6
Stone	6	0	4	0	4
Shropshire Union Canal	4	0	3	0	1
Colwich	3	1	3	1	1
Yarlet	3	0	2	0	2
Rugeley	2	0	2	0	1
Colton	2	0	0	0	2
Armitage w. Handsacre	1	1	1	0	1
Norton Bridge	1	0	0	0	1
Baldwins Gate	1	0	1	0	1

<sup>8</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

## 4.2.1 Line of route and supporting infrastructure

### Reasons to agree

A handful of respondents said the proposed route around Ingestre would be more sustainable and cost less to construct than alternative routes. A similar number made a general comment about the raised tunnel further along the route near Hopton, describing it as a good idea.

Several respondents commented that the route section, including the proposed viaducts and cuttings, between the A34 and Swynnerton was sensible as it follows existing transport corridors.

### Reasons to disagree

General concerns were raised about the impact of the route between Lichfield and Newcastle-under-Lyme on the Staffordshire countryside. Of these, several respondents mentioned that this section of route would only cause disruption and bring no benefits to Staffordshire as a whole and a handful of respondents commented generally that this stretch of route through Staffordshire would cut through or blight farms in the county.

### Lichfield to the crossing of the Trent and Mersey Canal

Concerns regarding the line of route near the Lichfield area tended to focus on the potential impacts of construction, particularly as the area would be impacted by construction of both Phase One and Phase Two. Several respondents said that the construction stage could mean HGVs operating on small roads in Lichfield, which could lead to road closures and diversions, an increase in congestion and potential safety issues. A handful were concerned that construction would cause noise pollution, dust and disruption to residents of local conurbations including Lichfield, Kings Bromley and Whittington.

Several respondents argued that the route would not benefit the communities of Lichfield and Whittington and there were a handful of concerns that the value of properties and farms would be affected. There were also concerns raised about canals near Lichfield and Fradley, with a handful of respondents stating that the route would impede full restoration of the Lichfield and Hatherton canal. There were also several comments on the line of route's impact on the Trent and Mersey Canal near Fradley,

including a handful about the effect on areas regarded as tranquil, as well as access to the canal.

As the route passes along the Trent Valley, the proposed viaduct over the River Trent floodplain and A513 was mentioned by several respondents as a specific concern. The main issues raised were that the viaduct and embankments would affect the character and views of the landscape, particularly the historical settings of Pipe Ridware and Netherton, and that it would impact on the community of the Ridwares and Kings Bromley. Several respondents raised concerns that the Appraisal of Sustainability did not fully consider the impact of the route in the Ridwares area.

There were a few comments with regards to the proposed maintenance loop near Pipe Ridware; a handful were general and indicated disagreement with the maintenance loop. Several respondents raised concerns that the proposals would threaten three farms, including Woodhouse Farm and their listed buildings, while a similar number were concerned about the impact on agricultural businesses in general, or that it could exacerbate the noise impact of the proposed route.

There were a handful of comments that the route along the Trent Valley would pass close to other local communities, including Blithbury and Stockwell Heath, potentially causing noise and affecting residents' views of the local countryside. Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council raised concerns about the proposed route splitting Stockwell Heath and Colton. Further along the line, past the viaduct over the Moreton Brook floodplain, there were a handful of concerns that the route and cuttings would impact on Moreton House Farm.

There were a few concerns that the route could impact on the Cannock Chase Area of Outstanding Natural Beauty (AONB) and the Shugborough Conservation Area. There were several mentions of the potential negative effect on wildlife and on listed buildings in the area and on the Shugborough estate.

A handful of comments focused on potential problems involved in constructing the proposed viaducts and maintenance loop in the Trent Valley. Several respondents mentioned that construction could be complicated by building on the floodplains and that construction could affect the high water table in the Ridwares, leading to flooding of the Ridwares villages. A handful of comments mentioned that the area around Pipe Ridware carries risk of subsidence as it is located on an old colliery, which could impact the construction of the proposed viaduct.

## **Crossing of the Trent and Mersey Canal to Yarlet**

A handful of respondents commented that the route from the crossing of the A51 towards Ingestre with Tixall bypasses or would not affect the Pasturefields Salt Marsh Special Area of Conservation (SAC). However, several argued that the route would still impact on the flora in the salt marshes. A few respondents mentioned that in order to avoid Pasturefields Salt Marsh SAC, the route no longer follows existing transport corridors and instead runs through countryside around Ingestre.

The proposed viaduct over the Trent and Mersey Canal and River Trent was raised as a concern by some respondents. Three common concerns were that the route could impact the tranquillity of the canal, have a negative impact on the environment in the area and could scar the landscape and damage the open countryside, woodland and ponds around Ingestre. Several respondents mentioned the potential impact of the proposed route near Lion Lodge Covert on endangered birds, barn owls and Great Crested Newts.

There were also a few concerns that the viaduct and embankments could disturb communities in Great Haywood, Ingestre and Tixall, including concerns that the elevated line would make it impossible to mitigate noise pollution and would have a negative visual impact. Several respondents contended that the route would have an adverse effect on the Great Haywood Marina, and that biodiversity, boating facilities at the marina and the tourism attracted by the site could be affected.

There were some concerns about the line of route passing near to Ingestre. A few respondents argued that the line could impact the village of Ingestre, particularly due to the narrow access to the village, and could isolate Ingestre from Tixall and the surrounding area. A handful said that the proposals could cause distress to the community and have a negative effect on the health and wellbeing of local residents. A similar number also expressed concerns about property blight in the village and the potential noise and visual pollution caused by the proposed route. It was also argued by several respondents that the area was poorly served by utilities and radio-frequency communications and that HS2 might lead to further attenuation of signals.

Several respondents said that the impact of the proposed route on cultural buildings in Ingestre had been ignored, particularly on Grade II listed Ingestre Hall and its grounds and the Grade I listed St Mary's Church. There were a handful of concerns that the

route would cut off the church from communities and cause noise and vibration which could damage the structure of the building and disturb church services.

A handful of respondents raised concerns about the potential impact on small businesses or business developments being put on hold, with a similar number of mentions that Ingestre Park Golf Club could be forced to relocate. There were also several concerns raised about employment impacts of the proposed route in Ingestre; these included comments about employment at Ingestre Park Golf Club, Ingestre Stables and holiday let businesses in the area.

There were a few concerns about the potential blighting of the countryside around Ingestre, the separation of farmland and the impact on agricultural businesses, as well as the ecology and wildlife in the area. A few respondents mentioned that the potential negative environmental and biodiversity impacts around Ingestre would be caused by the diversion of the route to avoid Pasturefields SAC.

The potential of the proposals to exacerbate flood risks to Ingestre was raised by a few respondents and there were a handful of mentions of the impact of the route on the draw down of the water table, with concerns for the effect on trees in Ingestre Wood.

A handful of respondents commented that the route would pass over pipelines in the area. It was said the line would follow and potentially conflict with the Thames-Mersey aviation fuel pipeline and the Audrey to Alrewas high-pressure gas pipeline.

Concerns around construction of this section of the route were raised by several respondents. It was mentioned that construction would cause air pollution, dust and road closures, as well as heavy traffic on minor roads. In particular, construction of the cutting approaching Ingestre was a concern for several respondents as it was contended that the necessary blasting involved in its construction would have an impact on historical buildings in the area and that spoil from the cuttings could exceed material required by the embankments.

As the proposed line continues north towards Hopton, there were several mentions of the impact of the proposed cutting adjacent to the A518 on the Stafford County Showground and its amenities. The potential impact of the route on high quality farmland near Ingestre, Hopton and Marston was mentioned by a few respondents as a concern.

Further along the route, several respondents said they disagreed with the route adjacent to Hopton generally, while a handful of more specific comments focused on the impacts of the raised tunnel by the village. Recurring concerns were the impact of noise pollution and vibrations from passing trains on nearby residential properties, the isolation of the Mount Edge community from the rest of Hopton village and that views from local residential areas, including Lower Lane and Mount Edge, would be ruined. A handful of respondents raised concerns about the impact on public footpaths in and around Hopton.

The embankment over Marston Lane further north was a concern for a handful of respondents. It was argued that the route could have a visual impact and be extremely noisy while passing through the village of Marston. There were also several concerns the route could damage the village in general and negatively impact the community of Marston.

A handful of concerns was raised regarding the width, depth, or length of proposed cuttings at Yarlet; in particular it was contended that the cuttings would destroy protected woodland at Grove Wood. There were also several concerns that construction would disrupt the A34, affect the air quality, cause noise pollution on the village, and damage or pose a health hazard to Yarlet School. A handful of respondents commented on the removal and disposal of soil and whether there would be acceptable waste disposal sites near Yarlet.

Several respondents expressed concerns about the proposed line of route not running to Stafford. It was mentioned the route would not benefit the population of Stafford and could impact on access from Stafford station to Manchester Airport.

### **Yarlet to Newcastle-under-Lyme**

Comments about the route north of Yarlet tended to focus on disagreement with the line of route near Swynnerton. There were a handful of concerns based on the proximity of the line to the village, as well as a similar number of comments regarding potential noise and visual impacts of the embankment over Tittensor Road.

Staffordshire Gardens and Parks Trust mentioned the route could cause noise and visual impacts on Swynnerton Hall.

A few of respondents expressed concerns about the line of route bypassing Stoke-on-Trent. There were comments about the city as a growing or major economic area which requires regeneration and, related to this, that this section of route could potentially

marginalise or hinder the regeneration of North Staffordshire as a whole, as well as Stoke-on-Trent. A few respondents commented that the route leaves Stoke-on-Trent and the Potteries isolated, and a similar number mentioned that it could more generally disadvantage the population of Stoke-on-Trent.

Several respondents, including the Board of the Staffordshire Chamber of Commerce, expressed concerns that the route would result in the deterioration of the current good links from Stoke-on-Trent via the WCML. There were a handful of concerns that services to London, Manchester and Birmingham would be reduced. It was also mentioned by several respondents that an indirect route around Stoke-on-Trent would be higher in cost.

#### **4.2.2 Alternatives and suggestions**

Some respondents called for the HSM03 option proposed in March 2012<sup>9</sup> to be reconsidered on the assumption that it could lead to savings in construction costs and had the potential to affect fewer people and mitigate landscape impacts, particularly in the area around Ingestre. This was one of the options put forward by Ingestre with Tixall Parish Council and several respondents specifically indicated that they agreed with the council's suggestion.

On the other hand, a few comments suggested that the route should be altered in order to protect Pasturefields Salt Marsh SAC further or to reduce impact on it. Some of these comments called for the HSM02 option put forward in March 2012 to be considered<sup>10</sup>.

Using or upgrading sections of the existing WCML were also put forward as alternatives to this section of the route by several respondents.

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<sup>9</sup> The HSM03 option was a potential section of route between Streethay and Swynnerton, originally put forward as an option in March 2012. The proposed route passing Ingestre was further north, following the River Trent and Trent and Mersey Canal more closely. Please see the *'Engineering Options Report West Midlands to Manchester'*, March 2012 for full details.

<sup>10</sup> The HSM02 option was another potential option for the section of route between Streethay and Swynnerton in the March 2012 report. It followed a more northerly alignment past Pasturefields SAC, also passing in close proximity to Hixton and passing to the north of Weston before continuing northwest towards Swynnerton. Please see the *'Engineering Options Report West Midlands to Manchester'*, March 2012 for full details

## **Lichfield to Great Haywood**

Suggested alternatives to mitigate the impacts of the section of route near Lichfield and Fradley focused on re-routing the line to avoid multiple crossings of the Trent and Mersey Canal. A handful of respondents called for the revised alignment submitted by the Inland Waterways Association and the Canal and River Trust which would avoid three of the viaducts near Fradley to be considered.

Several respondents called for the line to be lowered through Lichfield so that it could run under the WCML and A38 and others said the route should be in a cutting to avoid the need for viaducts near Fradley.

Noise mitigation for the Ridware villages and Hill Ridware was regarded as essential by a handful of respondents. Several suggested that the maintenance loop near Pipe Ridware should be located within a cutting or be at ground level.

Staffordshire County Council put forward an alternative alignment which involved lowering the line to the current ground level at Blithbury and Stoneyford Lane and further lowering the line under Blithbury Road, past Stockwell Heath.

There were also calls to lower the line further along the route by a few respondents. Suggestions included tunnelling from Moreton Brook to Toldish in order to reduce the impact on residents of Great Haywood and Toldish, from Moreton Grange to Tithebarn Covert, and under Moreton House Farm.

Lengthening the viaduct over the Trent and Mersey Canal and the River Trent floodplain was also suggested by several respondents, including Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council, as a way of minimising impact on the Great Haywood Marina.

In order to mitigate impacts on local communities near the connection of the two phases, including Kings Bromley, a handful of respondents called for a seamless construction between Phases One and Two. These suggestions were often part of broader comments regarding construction of Phase Two, which will be outlined in Chapter 11.

A handful of respondents said additional noise barriers would be required on the proposed viaducts near Fradley in order to protect the canal environment from excessive noise. A similar number suggested that landscape planting would be needed



in order to replace woodland which it was said would be destroyed by proposed embankments in the area.

### **Crossing of the Trent and Mersey Canal to Yarlet**

Tunnelling sections of route between or from Ingestre to Marston was a common alternative put forward by some respondents. Tunnelling was mainly seen as a way to mitigate noise and visual impact in these areas; reduce disturbance to communities in Ingestre, Hopton and Marston; avoid farmland; and reduce the impact of the route on listed buildings. Tunnelling under the area was also seen by a handful of respondents as a way to avoid community amenities such as Ingestre Golf Course and Staffordshire County Showground.

Ingestre with Tixall Parish Council's proposal to tunnel under the high ground between Ingestre Golf Club and Hopton Lane was mentioned by a few respondents. Another alternative was an extended bored tunnel under the high ground at Ingestre to Pirehill. This suggestion was raised in the response of Jeremy Lefroy, MP for Stafford, and was supported by a handful of respondents. Several respondents mentioned that this would be a way of reducing impact on farmland around Yarlet and Marston and mitigating disturbance to Yarlet School.

Several respondents suggested including plans for a bridge on stilts in the area around Ingestre as a way of balancing the need to preserve Pasturefields SAC and avoiding impact on local villages.

There were a handful of suggestions to re-route the line through the Ministry of Defence land in order to avoid Hopton and mitigate potential impacts on the community.

A handful of respondents, including Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council, suggested removing the vertical curve and lowering the line passing Marston in order to mitigate noise and visual impacts.

A link to the WCML near or to the south of Stafford was also put forward as a suggestion by several respondents.

A few respondents said there should be an assessment on the impact of construction and operation of the route on Pasturefields Salt Marsh SAC.

A range of mitigation measures were suggested by some respondents for the area around Ingestre. Recurring suggestions, made by a handful in each instance, were ensuring bridleways, footpaths and rights of way in the area were replaced; preventing an increase in through traffic and potential pollution during and after construction of the route; and providing further information or research on the impact of the proposed route on Ingestre Hall and St Mary the Virgin Church. A handful of respondents said that impacts on wildlife near Ingestre should be minimised and consulted on and that the full implications of lowering the water table needed to be understood and mitigated.

### **Yarlet to Newcastle-under-Lyme**

In order to mitigate potential noise and visual impacts on Swynnerton, a few respondents suggested the route should be tunnelled under Tittensor Road. Similarly, several respondents suggested the proposed cutting under the A51 could be started slightly earlier in order to reduce impacts on the village.

Suggested alterations to the line of route near Stoke-on-Trent focused on re-routing the line nearer or through the city. Several respondents saw this as a way of encouraging regeneration or bringing economic opportunity to the city, while a similar number mentioned that it could provide better connectivity to Manchester.

Common suggestions included: re-routing the line through the existing rail corridors, such as the WCML; including a high speed spur to the Stoke-on-Trent; and linking the Stoke-on-Trent to Crewe service to the HS2 line. Stoke-on-Trent City Council put forward an alternative Phase Two route to Manchester which would bypass Crewe, directly passing through Stoke-on-Trent. These suggestions were often connected to calls for a provision of a high speed station at Stoke-on-Trent, which will be outlined in greater detail in Chapter 5.

It was suggested by several respondents that baseline noise surveys should be carried out near Yarlet or that the noise mitigation measures in the area should be improved.

A handful of respondents said access to farmland during and after construction of the route through Staffordshire should be ensured, particularly for agricultural areas around Hopton and Swynnerton.

## 4.3 Newcastle-under-Lyme to Crewe

The table below lists the number of respondents mentioning each location for this section of the route.<sup>11</sup>

**Table 4.3 Respondents mentioning each location – Newcastle-under-Lyme to Crewe**

Location	Total number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Crewe	393	59	89	21	340
Chorlton and Hough	26	0	21	1	14
Basford	28	0	21	1	10
Whitmore / Whitmore Heath / Whitmore Wood	16	3	12	0	7
Madeley	11	0	8	0	7
Newcastle-under-Lyme	10	0	9	0	2
Doddington	4	0	3	3	2
Edge Green	1	0	1	0	0

### 4.3.1 Line of route and supporting infrastructure

#### Reasons to agree

There were a few general comments about the line of route towards and under Crewe; a handful of respondents argued that the proposed route following the WCML towards Crewe is a good idea and several expressed support for the tunnel under Crewe or said that tunnelling is appropriate.

The proposed maintenance depot south of Crewe was mentioned by several respondents as potentially providing economic growth and employment opportunities, as well as preserving Crewe's importance as a railway town.

<sup>11</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

There were a few positive comments regarding the connection to the WCML at Crewe. A few respondents made general comments, saying they agreed with the interchange or that it would be essential due to the proposed infrastructure maintenance depot (IMD); a similar number mentioned it would bring economic or connectivity benefits to the area. A few said the link would enable passengers from Cheshire, North Wales, North Staffordshire and North Shropshire to have access to the new services to London.

## **Reasons to disagree**

### **Newcastle-under-Lyme to Chorlton**

A number of concerns were raised about the route near Whitmore and the viaduct over the Meece Brook floodplain. A handful of respondents described Whitmore Heath as an AONB, while a similar number of comments focused on the impact on or destruction of Whitmore Wood ancient woodland, as well as the wildlife and plant life in the area. Several respondents expressed concern that the overall line from Lichfield to Whitmore would run through rural areas regarded as attractive and unspoilt.

It was contended by several respondents that residents in Whitmore Heath are distressed about the disruption which would be caused by construction of the route and the loss of property or business value. There were also a handful of concerns regarding potential damage to the current and future businesses of Whitmore Estate.

### **Chorlton to Crewe**

The majority of concerns mentioned by respondents about this section of route tended to focus on the line of route immediately approaching Crewe, including the grade separated junction with the WCML between Chorlton and the A500 and the proposed IMD.

There were several general comments regarding the junction and viaduct over the existing railway. A handful of respondents made general comments objecting to the proposals. There were also a wide range of specific comments regarding the impact of the proposals made by some respondents, including Cheshire East Council. A common theme was the impact of the viaduct on the landscape, with a few respondents arguing that the construction and operation of the line would have a negative visual impact. There were also a few concerns about the increased noise impact caused by trains running along the viaduct and about a perceived inability to mitigate noise pollution. Several respondents were concerned that the noise caused by 22 high speed trains

per hour, slow trains or heavy goods trains had not been considered in the development of the proposals.

Loss of agricultural land around Crewe was mentioned as a concern by a handful of respondents, including the potential loss of farmland near Basford, the demolition of Moss Bridge Farm and two farms on the west side of Crewe.

Other concerns focused on the potential impact or disruption the viaduct would cause the communities of nearby villages including Chorlton, Hough, Weston and Basford. It was mentioned by several respondents that the elevated junction would ruin the quality of life of local residents; a few mentioned it could run close to residential properties or negatively impact on property values in Chorlton, Hough and other nearby villages.

A handful of respondents, including Doddington and District Parish Council, commented that the viaduct would require a closure of roads in Chorlton and Hough, as well as a major re-alignment of roads and the re-building of a new A500 dual carriageway. There were a handful of concerns that this could extend impacts to Doddington, Checkley and Blackehall. A few respondents mentioned a number of issues around the re-alignment of Newcastle Road in particular, including that it would cut Basford village in half, re-route the road near residential properties and cause noise, visual and air pollution.

*The Parish is directly affected by the proposed 16 metre high flyover viaducts south of Crewe which will sever the villages of Basford and Weston. Along with the associated road closures and highway infrastructure adjustments all of this is environmentally totally unacceptable.*

Weston and Basford Parish Council

A handful of respondents raised concerns about the 20-metre elevation of track and power lines which would then drop down under the A500.

Construction of the viaduct was mentioned by a few respondents as potentially increasing the noise pollution for local villages or causing the loss of agricultural land.

The proposed IMD just after the viaduct was also a concern for a few respondents. Common concerns were that the depot could disrupt the local community in Basford, impact on the Grade II listed Basford Bridge Cottage, create negative air quality impacts or damage the local economy. The location of the depot was seen by a handful of respondents as potentially preventing employment development at Basford West.

A handful of respondents commented that the proposed route bypasses Crewe, with a few mentioning that the route would not benefit the town. These comments were sometimes connected to wider concerns that the proposals do not include a HS2 station at Crewe, which will be outlined in more detail in Chapter 5. Some respondents were concerned about what they perceived as a lack of a HS2 link to the existing Crewe station or additional HS2 hub station at Crewe. It was thought this could cause inconvenience for residents and business commuters, who would have to leave the town to catch a HS2 train or travel into Manchester or Birmingham.

A few comments stemmed from concerns about the construction of twin tunnels under Crewe. Several respondents said tunnelling could impact on the foundations or structure of properties in Crewe or involve demolition of houses; a similar number mentioned the potential disruption caused by construction and said that the road infrastructure would not be able to support the vehicles needed for the excavation of the cutting. There were also several concerns regarding geological considerations from former salt works in the area.

A handful of respondents were concerned about the proposed route leaving Crewe and going onto Wigan. It was mentioned by several respondents that the WCML link would mean passengers travelling from London to Manchester would not experience a reduced journey time, or that it would not provide adequate connectivity to Stafford, Stoke-on-Trent or Stockport.

### **4.3.2 Alternatives and suggestions**

#### **Newcastle-under-Lyme to Chorlton**

Increasing the length of the tunnel between Whitmore Heath and Whitmore village and/or removing the curve in the route was mentioned by several respondents, including Whitmore Parish Council and Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council. This was seen as a way of mitigating the impact of the route on residents of Whitmore Heath, Baldwins Gate and Madeley Park Wood. Several respondents suggested increasing the length of the tunnel so that the route goes under Whitmore Wood.

## **Chorlton to Crewe**

Stemming from concerns around the proposed grade separated junction to the south of Crewe, an alternative suggestion mentioned by a few respondents was to remove the viaduct or to consider alternatives that would not require the viaduct or road closures during construction. Several respondents suggested using the existing line, for instance the existing tunnels that run from Basford Hall under the North Junction at Crewe. A handful called for the route to run in cuttings as an alternative to the proposals. Chester East Council proposed including noise bunds on both sides of the route, including the existing line, and removing the freight connections and connections between the existing line and line of route, in order to mitigate some of the impacts on surrounding communities.

A few respondents suggested the proposed depot south of Crewe should be relocated. Suggestions included locating the depot at the former Diesel Maintenance Depot south of Crewe station, which could free Basford West for economic development; within the existing railway sidings at Crewe South Yard; between the WCML and Basford Hall Freight; and at Parkside Colliery, which could have a lower environmental impact.

Several respondents proposed there should be a junction south of Crewe after Kidsgrove in order to serve Crewe, using the existing Kidsgrove to Crewe line.

There were a handful of comments suggesting that reinforced concrete should be installed at the mouth of the twin tunnels under Crewe in order to dissipate shock waves or sonic booms. A similar number mentioned that more attention would be needed in regards to safety within the tunnel under Crewe.

The provision of an additional HS2 station at Crewe was a suggestion made by some respondents, the details of which are covered in Chapter 5. Crewe Town Council mentioned that Crewe required an integrated transport strategy which, along with a new station, should include buses, trams and 'park and ride' facilities.

There were a few suggestions in relation to potential improvements and uses of the existing station at Crewe. It was mentioned that redeveloping the station could enhance connectivity, provide an increased hub for other services and reduce congestion. Campaign for Rail mentioned the need for a major upgrade of the station and Railfuture suggested the station should be rebuilt in order to accommodate longer HS2 trains.

A few comments were made regarding the line of route leaving Crewe onto Manchester. A few suggested that the route should terminate at Crewe or align with or

follow the existing Crewe to Manchester Line, which several mentioned is a more direct route. Several respondents suggested that the proposed line of route should include an extra spur at Crewe to enable captive serving stock to service Manchester and Liverpool. Constructing a junction north of Crewe, in particular, between the WCML and the HS2 line, was suggested by a handful of respondents as a way of maximising flexibility or providing a loop in case of accidents or maintenance needs. The extension of the tunnel under Crewe was also mentioned by several respondents as an alternative, particularly as a way of mitigating impacts on housing estates and the environment north of Crewe.

A handful of respondents commented that it would be better for existing transport networks and hubs, including Crewe, to be linked together as an alternative to the proposed route.

Additionally, several alternatives for connectivity and integration of existing rail network at Crewe were put forward. A handful of respondents mentioned that Crewe should be connected by rail to other conurbations including Runcorn and Warrington, as well as Weaver Junction. A few respondents suggested merging HS2 with the WCML at Crewe and running classic compatible services to a range of locations further north including Manchester, Liverpool and Warrington.

A handful of respondents called for measures to reduce the impact on air quality and noise pollution of the Basford depot south of Crewe.



## 4.4 Crewe to Golborne

The table below lists the number of respondents mentioning each location for this section of the route.<sup>12</sup>

**Table 4.4 Respondents mentioning each location – Crewe to Golborne**

<b>Location</b>	<b>Total number of respondents</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions/ mitigations</b>
Culcheth	212	0	196	0	57
Warrington	207	2	129	5	123
Golborne	165	10	112	6	85
Lowton	131	0	87	10	82
Manchester Ship Canal	79	1	70	11	19
Lymm	56	0	50	2	15
Warburton	53	1	48	0	11
M6	41	0	7	10	26
Bamfurlong	39	1	35	0	14
Northwich	31	0	27	2	9
Hollins Green	26	0	20	5	8
Knutsford	24	0	12	1	14
Rixton-with-Glazebrook	23	0	20	0	9
Lostock Gralam	19	0	17	0	5
Abram Flashes	19	0	18	1	8
Middlewich	18	0	15	0	3
Leigh	18	0	1	4	13
Pickmere	14	0	8	0	7
Lostock	13	0	10	1	2
Macclesfield	11	0	4	1	8
Holcroft Moss	8	0	8	0	1
Kenyon	8	0	4	0	5
Whatcroft	7	0	3	0	3
Wimboldsley	6	0	6	0	0
M6 Junction 22 / Winwick Lane	5	0	3	2	2
Alderley Edge	5	0	4	0	1
Broome Edge	5	0	4	0	3
Plumley	4	0	4	0	0

<sup>12</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

**Table 4.4 Respondents mentioning each location – Crewe to Golborne**

Location	Total number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions/mitigations
Wincham	4	0	4	0	2
Slag Lane	4	0	4	0	0
Agden	3	0	1	1	2
Cadishead	3	0	2	0	1
Smoker Wood	2	0	2	0	2
Warmingham	1	0	1	1	1
Winsford	1	0	1	0	0
Davenham	1	0	1	0	1
Mossbrow	1	0	1	0	0
Irlam	1	0	0	0	1

### 4.4.1 Line of route and supporting infrastructure

#### Reasons to agree

A handful of respondents made general positive comments about this section of route; expressing agreement with the line from Winterbottom to Warburton or the section of route from Crewe to Hoo Green. Several respondents made a general comment that the connection provided to Manchester Airport by the line of route could be of benefit to Warrington residents and businesses.

DB Schenker, a rail freight company, said the WCML connection at Golborne would be appropriate if it is integrated with a strategic approach to manage the WCML to provide both higher speeds and more capacity.

Regarding infrastructure proposals, Merseyrail said the proposed depot at Golborne would provide economic benefits and provide supply chain opportunities to local businesses. A handful of respondents also said that the depot would create jobs in an area where this is needed.

#### Reasons to disagree

There were a range of general negative comments made by some respondents regarding the section of route from Crewe to Bamfurlong. Comments included: disagreement with line of route between Hoo Green or Warburton and Bamfurlong; concerns that the section of route from Warburton is badly thought out, and claims that the link between Manchester and Golborne is unnecessary due to the WCML connection at Crewe.

A handful of respondents also expressed concern that the line of route to Golborne would be costly, in particular due to the cost of constructing and operating infrastructure over the waterways along the route. Several mentioned that the reduction in journey time brought by the route would not be worthwhile or justify the financial or environmental cost of building the line.

There were a handful of general concerns that the route between Hoo Green and Golborne would not bring any economic benefits, as well as several specific concerns about the impact on Culcheth and Lowton. Common issues mentioned were that the route would have a damaging effect on the local economy or would not bring economic benefit to the area.

### **Crewe to delta junction at Hoo Green**

It was mentioned by several respondents that the route between Crewe and Pickmere is an area of natural cavities and salt mining and extraction.

The proposals for the line approaching and passing Middlewich were a concern for a few respondents. A common issue mentioned was the realignment of the major A roads in the area and construction of new roads. A handful of respondents argued that the realignment of the A530 could cause access difficulties to nearby properties. A similar number said the construction of new roads could cause light pollution and increase dust. It was also contended that the route could cause an increase in noise pollution and would pass very close to or potentially devalue residential properties in the area.

There were a handful of concerns regarding the suitability of the land towards Northwich and beyond towards Knutsford and Pickmere. In particular, there were concerns about the route before the crossing of the A556, where the line would pass over the underground gas storage facilities in the Holford Brinefield at Stublach and Kings Street, operational assets of INEOS Enterprises Ltd. The presumed unsuitability of the land due to the historical salt excavations at the site was also mentioned by a handful of respondents and several argued that construction could be difficult or dangerous.

Several respondents mentioned the route passing Northwich could impact on agriculture in the area, with comments that the line could cause loss of agricultural land; threaten the viability of local farm businesses and affect the drainage system of nearby farms.

The route passing Lostock Green and Lostock Gralam was a concern for several respondents. In particular, the elevation of the line and the viaduct over the Wade Brook floodplain was seen as potentially causing a negative visual impact on the local villages and affecting the countryside. A handful of respondents were concerned about the sustainability of the communities of Lostock Green and Lostock Gralam; a similar number mentioned the route could cause a devaluation of property in the villages.

The impact of the route on woodland near to Lostock Gralam was also mentioned by a handful of respondents. The most common concern was the viaducts over the A556 and A559, the Peover Eye floodplain and Smoker Brook floodplain impacting on the local landscape and cutting through, or affecting Winnington Wood, Peas Wood Local Wildlife Site, Leonard's Wood and Smokers Wood.

### **Delta junction at Hoo Green and route past Lymm**

The delta junction of the links to Bamfurlong and Manchester Airport near Hoo Green was mentioned by several respondents as a concern. For example, there were a few concerns that the junction would have a detrimental impact on property value; impact on communities in Knutsford, High Legh and Hoo Green; harm businesses, particularly farm businesses in the local area to the west of Lymm; and that it could destroy transport links between businesses.

It was mentioned by a few that proposals to realign A-roads could have negative impacts for this area. There were several concerns that proposals to realign the A50 near Knutsford would cut through Yew Tree Farm and two major gas pipelines and that the Grade II Mere Court Hotel would be closed. A handful of respondents also raised concerns that the realignment of the A56 could have a negative impact on the rural character of the area, impact residential areas in Agden and Boothbank and cut off access to Agden Bridge. Several mentioned the HS2 maps do not show the underground gas pipeline that ran through High Legh and Agden.

A few concerns also grouped around the next stage of the route, as the line passes Lymm and crosses the Bridgewater Canal and River Bollin floodplain. A few mentioned that the elevated routes could cause significant visual and noise impacts over the flat topography of the Bollin floodplain and the area surrounding Lymm. There were a handful of concerns that the route would devalue residential properties in the area; isolate or negatively impact residents or communities in Lymm; and cut through open farmland and damage businesses in and around Lymm. It was also mentioned by

several respondents that the viaducts could potentially impact on views from Dunham Massey Hall.

### **Route passing Warburton and viaduct over the Manchester Ship Canal**

A few respondents expressed concerns about the route as it then passes Warburton and crosses over the Manchester Ship Canal. A few respondents expressed general disagreement with this raised section and a similar number, including Graham Brady, MP for Altrincham and Sale West, expressed concerns about the impacts of the route. The main concerns mentioned were the potential visual impact of the viaduct over the canal on Warburton, Hollins Green, Rixton-with-Glazebrook and surrounding areas, with a few respondents also expressing concern that it would impact the countryside or blight the rural landscape. Several respondents were concerned the elevated line would cause noise pollution in these local villages and surrounding areas.

The potential impacts of the viaduct were also the basis for several comments regarding disruption and damage to communities in the borough of Warrington including Hollins Green, Rixton-with-Glazebrook and Warburton. Several respondents contended that the various parts of Rixton-with-Glazebrook would be isolated from each other. There were also a handful of concerns that the route would run close to, damage and blight residential properties in these villages.

Several respondents referred to the environmental impact or environmental sustainability of the route and crossing of the canal in Warburton and Rixton in particular. A similar number mentioned the potential damage to wildlife areas and the Rixton Claypits Site of Special Scientific Interest (SSSI). The Woodland Trust commented that the route would cut through Coroner's Wood. There were also several mentions that the line cuts through a green belt area, splits farmland and a handful suggested that the viaduct would sever public footpaths between Hollins Green and Glazebrook. The potential impact on Hollinfare Cemetery and community green space in Rixton were also mentioned by a handful.

Rixton-with-Glazebrook Parish Council and several other local stakeholders commented that the viaduct would cross a Nitrate Vulnerable Zone and the Blackrod to Warburton Tunnel North high pressure gas pipeline.

There were also a handful of concerns regarding the prevailing weather conditions and blustery winds in the area causing ongoing maintenance costs for the proposed viaduct

and health and safety issues for passengers and residents. Several respondents cited similar conditions and costs of maintaining the M6 Thelwall Viaduct as examples.

Several respondents mentioned a 1994 proposal to build a high level road crossing of the Manchester Ship Canal in the area which was halted due to its impact on local infrastructure, economies and communities. Many of these comments highlighted that the proposed route follows a similar alignment across the Bollin Valley and through Warburton.

A handful of respondents expressed concerns about the construction period; in particular it was mentioned that Warburton and Rixton-with-Glazebrook residents would face congestion and light pollution caused by HGVs on local roads during the construction of the viaduct.

### **Warrington**

There were some negative comments that the route to Golborne would side-line Warrington and its surrounding areas. In particular, it was mentioned by a few respondents the route would not benefit the economy of Warrington on its current alignment and could damage local businesses. Several expressed concerns about the route damaging the environment near Warrington or affecting views from the town. There were also a few comments made about potential disruption to the town, including concerns about property values; the negative impacts on quality of life in Warrington; and significant loss of local amenities.

The lack of a direct route to Warrington was also the basis for some transport-related concerns. In particular, some respondents mentioned that existing rail services to London and other southbound services could be affected, and a few mentioned that Warrington Bank Quay railway station could be side-lined and planned developments to the station abandoned. There were also a few concerns over public transport provision from Warrington to HS2 services and Manchester Airport and the consequent increase in journey times. Several of these comments mentioned the negative impacts of the proposals not including a HS2 station in Warrington, which will be discussed more fully in Chapter 5.

## **Crossing of the M62 to Culcheth**

A range of concerns and comments on the impacts of the line of route approaching and passing Culcheth was mentioned by respondents, including some general comments expressing disagreement with the route through Culcheth.

The impact of the route's approach to Culcheth on local SSSIs was a common theme among some respondents. A handful of respondents mentioned the route could impact Risley Moss SSSI, but concerns tended to focus on damage to Holcroft Moss SSSI due to the crossing of the M56 and the elevated line having detrimental visual impacts on the flat moss landscape. A handful of respondents said that the area has drainage and flood control issues. Several also commented on the crossing of the Risley Landfill sites; common concerns included the adverse impact on nearby wildlife and destruction of the balancing ponds. It was also mentioned by a handful of respondents that the proposed route might cross land containing abandoned ordnance due to its proximity to the old Royal Ordnance Factory at Risley.

Many of the negative comments regarding this section of route were concerned with the route passing through or causing the closure of Taylor Business Park as it would approach south-west of Culcheth. Most of these comments focused on an estimated loss of 400-500 jobs if the park were to close. Some other concerns mentioned that the closure would cause further job losses in Culcheth; or would impact property prices, the community or the local economy. A handful of respondents said the closure would lead to a loss of business rates for Warrington Council. There were also concerns that no relocation site had been proposed for the park or that there would be no available sites locally for relocation.

*[The route] will cost Culcheth over 500 jobs, 497 at the Taylor Business Park, which lies directly on the route, and more in the village due to the traffic disruption caused by the construction.*

Taylor Business Park

There were a range of other concerns raised about the route passing by Culcheth. Some respondents were concerned the route would not benefit residents of Culcheth or would negatively impact on the village environment, the community or residents nearby. There were a few comments regarding noise pollution, with respondents mentioning the potential impact on nearby properties and how noise could affect the health and tranquil way of life of local residents.

There were also a few comments regarding the impact of the route on properties including: concerns about the proximity of the route to residential properties and the demolition of houses; property blight and property becoming unsellable; and homeowners in Culcheth suffering disruption without compensation. The impact on the environment around Culcheth generally was also mentioned, with a handful of respondents commenting the line would have a negative visual impact for the village.

The route's crossing of Culcheth Linear Park was another common concern mentioned by some respondents. Objections raised were that the park contains woodland and that the loss would negatively impact the community and Culcheth village as a whole. A handful of respondents described the park as an AONB. Helen Jones, MP for Warrington North, was concerned the bridge over the cutting at Wigshaw Lane would have a weight limit which could prevent HGVs entering the villages.

Following the route north as it passes the village, there were several specific impacts mentioned by respondents. A handful asserted that the route would lead to the demolition of the Grade II Listed Newchurch Rectory and there were several comments about the impact of the route on the Kenyon Golf Course, as well as the impact on Eleven Acre Common, immediately south of the golf course.

A few respondents mentioned potential access issues caused by the route passing Culcheth; in particular, there a handful of concerns that the line would cut through main access roads to the village. It was also mentioned by several respondents that realignment of the roads and engineering works could cause or exacerbate congestion in the village. These access issues were also seen as potentially damaging to local businesses.

Impacts of the construction of the route passing Culcheth were mentioned by several respondents. In particular, the effects on traffic congestion and the creation of dust, poor air quality and noise pollution were mentioned.

### **Culcheth to Golborne**

The impact of the route on the farmland corridor and wildlife between Culcheth and Lowton was mentioned by a handful of respondents, but there were more comments on the route through Lowton. A few made general comments, expressing disagreement or mentioning that the route cuts right through Lowton. There were also some specific concerns such as noise pollution, the impact on green belt land and the proximity of the route to residential properties, as well as concerns regarding blight.



Many of the comments on this section of the route were regarding the proposed rolling stock depot to the east of Golborne. There were a few general comments made, for instance that the rolling stock depot is unnecessary or unsustainable. A handful of respondents were concerned that the rolling stock depot would be too large, or argued that residents and the public had been misled about the size of the proposals. A few respondents also expressed concerns about the cutting, sidings and the grade-separated junction required to support and access the depot. A few respondents argued that the proposed depot would not be viable in terms of the cost of construction, maintenance and night-time operations.

Some of the comments focused on the proposed location of the depot. A handful of respondents made general criticisms that the chosen site was poorly thought out, but there was also a range of more detailed concerns. The main concern for respondents seemed to be the potential impact of the depot, as well as the route continuing towards Bamfurlong, on the nearby SSSIs. For instance, there were a few concerns that the depot and its access roads would disrupt Pennington Flash Country Park and that the health and wellbeing of users of the nature reserve would be impacted. It was also mentioned that the route would pass close to Abram Flashes SSSI and Lightshaw Meadows, with particular concerns about the effect on the wetlands for breeding wading birds.

There were several comments about the location of the depot on green belt land, including concerns that there would be a loss of countryside and that the proposals could potentially open the door to further development on the green belt land. It was also mentioned by a handful of respondents that the depot would be built on the same site as Wigan Council's proposed Greenheart Regional Park or that residential property development is planned or is already in progress at the proposed site. A handful of respondents expressed concern that the proposed location of the depot would destroy the newly planted Mersey Forest; run over a floodplain; or cross land prone to mining subsidence.

There were several concerns raised about the impact of the route and depot on Byrom Hall and Lightshaw Hall. English Heritage said that Byrom Hall would be 90m away from the proposed route, with little tree coverage in between, and that the proposed car park area of the depot would be incorporated into the complex around Lightshaw Hall.

There were also some comments regarding the impact of the construction and operation of the depot and route on the communities in Golborne and Lowton. Some

respondents mentioned that the depot would run close to or destroy residential properties in the area or cause upheaval to communities. There were also some concerns about the noise and vibration impacts of the depot on Lowton and Golborne, as well as the noise of trains running from the depot at night. A handful of respondents contended that bright lights from the depot could cause disturbance.

There were also a handful of claims that the depot would not create any, or would create very few, extra jobs for residents in Golborne and Lowton. Several respondents argued that any jobs created by the depot would be outweighed by the job losses associated with the destruction of the Taylor Business Park.

Several respondents claimed that the construction and operation of the depot would make congestion worse in the local area, particularly in Lowton and on the A580 and surrounding roads. It was also argued that pollution from traffic had already been caused by housing and industrial developments in Lowton and the current level of traffic from M6 at Junction 22 exiting Warwick Lane.

There were a few negative comments made about the grade separated junction and link to the WCML near Golborne, including some general criticisms. It was argued that the link would be expensive, would not minimise environmental impact and that it would not provide any additional capacity on the WCML link. The location of the junction was also criticised by several respondents as being in the wrong place for allowing future expansion to the north. Further details of these comments will be outlined in section 4.6.

## 4.4.2 Alternatives and suggestions

A common alternative suggestion to the line to Bamfurlong made by some respondents was to run classic compatible trains along the WCML. A wide range of reasons were given for this including that it would be a cheaper or more economically viable option, and a way of reducing job losses and of benefiting the economy in Warrington. It was also argued by some respondents that this would be a way of reducing disruption on local communities, including in Warrington, Culcheth and Lowton. It was described as a more environmentally safe option and a way of avoiding building the viaduct over the Manchester Ship Canal.

A few respondents suggested that the line of route should pass alongside or follow the route of the M6 through Cheshire.

### **Crewe to delta junction at Hoo Green**

Several respondents mentioned the need for alternative routes or mitigation measures to reduce the impact of the realignment of the A530 near Middlewich. Further along the route, there were a handful of suggestions regarding measures to reduce impact of the route on farm businesses near Northwich. There were also several calls to investigate the floodplains of the River Dane and Wade Brook and mitigation measures to minimise the impact on wildlife in the areas where the route crosses over the plains.

There were a handful of calls to reconsider the route over the Holford Brinefields due to the risk of subsidence; tunnelling under the area from Northwich past Lostock Gralam was suggested by several respondents as a way of mitigating this risk.

### **Delta junction at Hoo Green and route past Lymm**

Tunnelling or lowering the delta junction or sections of the route from Hoo Green towards Warburton was a suggestion made by a few respondents. A handful of respondents called for the line to be lowered north of the M6 crossing, while a similar number said it should be tunnelled from the A50 crossing at High Legh. It was also mentioned by several of respondents that tunnelling the route between Winterbourne and Warburton would be a way of mitigating noise and visual impacts of the route.

*To mitigate the impact of the delta junction the line should be lowered from north of the M6 crossing with the inclusion of cuttings and false cuttings and numerous farm crossings. This would be more easily achievable if the line passes under the M6. Cut and cover options should be considered wherever possible to completely hide the line...”*

Cheshire East Council

### **Route passing Warburton and viaduct over the Manchester Ship Canal**

Re-aligning the route away from the area of countryside around Warburton was mentioned by a handful of respondents. Several said the route near Rixton-with-Glazebrook should be moved westwards in order to ensure the line does not pass through the community.

Tunnelling under the Manchester Ship Canal as an alternative to the viaduct was suggested by a handful of respondents, including Graham Brady, MP for Altrincham and Sale West. Similarly, an underground cutting or tunnel under the areas around Rixton-with-Glazebrook and Hollins Green was suggested by several respondents as a way to mitigate impacts on local communities.

There were a few suggestions regarding draining and using the Manchester Ship Canal as a cutting for HS2, which was mentioned as a cheaper alternative to the tunnel into Manchester Piccadilly. A handful of respondents mentioned it would cause less disruption to Tatton and Trafford and could be less damaging to the Cheshire countryside. Widening the canal to allow larger freight transport vessels was also suggested.

A handful of respondents, including Lymm Parish Council, called for comprehensive mitigation of impacts of the viaduct over Bridgewater Canal. The Inland Waterways Association commented that the proposed crossings of the Bridgewater Canal and Manchester Ship Canal should provide adequate air and water clearance as well as navigational visibility and that noise control technology should be used to minimise the noise impact at the crossings.

### **Lack of direct route to Warrington**

Redirecting the route through Warrington or to Warrington Bank Quay station was raised as a possible alternative by some respondents as they contended that the current proposals do not benefit the town. A more direct route into Warrington was also

seen as a way of avoiding impact on rural areas and residential communities such as Lowton and to reduce impact on Risley Moss and Holcroft Moss SSSIs.

A suggestion made by a few respondents, including Warrington Borough Council, was to run the route from Crewe along an upgraded WCML into Warrington. A handful of respondents called for the Council's alternative route to be considered, with some of these claiming the route would have less of an environmental impact, save green spaces and farmland and improve the growth potential of Warrington.

Often related to suggestions for an alternate route to Warrington were the calls for an upgrade or modernisation of Warrington Bank Quay station. In particular, respondents suggested extending platforms at the station to accommodate longer classic compatible rolling stock.

### **Crossing of the M62 to Culcheth**

Altering the line of route to avoid or mitigate the closure of Taylor Business Park and associated job losses was a focal point for some alternative suggestions. One proposal suggested by a handful of respondents was to move the line north of Culcheth or to the west of Culcheth to avoid the estate, as well as Culcheth Linear Park; while Taylor Business Park said the line should be tunnelled under the area. It was mentioned by some respondents that the park could be relocated between Severn Road and the proposed route. However, other respondents argued that this relocation would lead to the loss of green space.

Several respondents called for the route to be moved further away from Culcheth generally as a way of mitigating impacts to the area such as the demolition or blight of properties, noise pollution and the destruction of Culcheth Linear Park. Using a 'green tunnel' or tunnelling through Culcheth were also suggested by a handful of respondents.

Several respondents also put forward suggestions to follow the existing WCML line from Crewe to Wigan via Warrington or stated their support for Warrington Borough Council's alternative route.

### **Culcheth to Bamfurlong**

A few suggestions regarding the location of the proposed rolling stock depot at Golborne included that the route into Golborne and the proposed depot should not be located on green belt land or should be re-sited away from the Abram Flashes. English

Heritage suggested the location of the depot should be reconsidered in order to prevent impacts to Lightshaw Hall.

A range of more specific alternative locations for the proposed depot were mentioned by some respondents including: near Piccadilly station or at the Longsight depot in Manchester; in Bickershaw; south of Golborne; at the existing brownfield site in Crewe; brownfield areas close to the WCML and at Irlam.

Andy Burnham, MP for Leigh, suggested the depot could be split in two: one for HS2 trains and one for classic compatible trains.

Several respondents said the route should follow a cut and cover tunnel from the A580 to Byrom Hall, while a similar number mentioned the route should be re-aligned further south-west of Abram Flashes in order to avoid SSSIs and construction over land affected by subsidence.

*A new site should be chosen for the depot on brownfield or industrial land. There are plenty of areas large enough further north of Golborne towards Wigan, or before you reach Golborne, if we need a depot in the area at all.*

Member of the public

Upgrading the existing WCML so the line towards Wigan goes via Warrington was suggested by several respondents as a way of avoiding Lowton and Golborne and reducing impacts on some of the key areas of concern including Byrom Hall, Lightshaw Hall and the SSSIs at Abram Flashes and Pennington Flashes.

Several respondents called for the replacement of footpaths around Culcheth and Croft. A handful of respondents said that there was a need for noise and visual mitigation in Culcheth. Suggestions included: making the line deeper; implementing sound deflection or muffling and setting a speed restriction when passing Culcheth.

Several respondents argued that noise mitigation measures would be needed to minimise pollution by the rolling stock depot on Lowton and Golborne. It was suggested that excavated materials could be used to form an embankment to mitigate impacts of the route and rolling stock depot on Bamfurlong. A handful of respondents said Byrom Hall and Lightshaw Hall should not be affected by the proposed route and depot. It was also suggested that the engineering work, operation and timing of servicing trains using the depot should be reconsidered.

## 4.5 Approach to Manchester

The table below lists the number of respondents mentioning each location for this section of the route.<sup>13</sup>

**Table 4.5 Respondents mentioning each location – Approach to Manchester**

<b>Location</b>	<b>Total number of respondents</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions / mitigations</b>
Manchester	232	18	140	6	87
Tatton	62	1	44	2	24
Didsbury	54	0	50	1	30
M56	40	3	17	0	25
South Manchester	32	4	23	1	7
Ashley	30	0	26	1	15
Longsight	29	0	1	0	28
Stockport	23	0	6	2	18
Rostherne	22	1	16	4	6
Wilmslow	21	1	17	0	4
Hale Barns	21	1	16	0	11
Altrincham	16	0	12	2	3
Ardwick/West Gorton	8	0	6	0	3
Salford	8	0	3	0	8
Trafford	7	0	6	0	1
Millington	5	0	5	0	1
Dunham	4	1	4	0	0
Little Bollington	3	0	3	0	1
Davenport Green	3	0	3	1	0
Northenden	3	0	3	0	0
Saddleworth	1	0	0	0	1

<sup>13</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

## 4.5.1 Line of route and supporting infrastructure

### Reasons to agree

There were a number of positive comments regarding the spur to Manchester, which often overlapped with general sentiments about the western leg or Phase Two overall. A handful of respondents said that the route would benefit Manchester in general. Several respondents, including the Greater Manchester Combined Authority, said the proposed route would bring economic growth to Greater Manchester, generate supply chain contracts and be good for local businesses.

*Greater Manchester fully supports Government's plans to bring HS2 services to Piccadilly, the heart of the conurbation, which will provide the much needed additional capacity where it can have the greatest impact.*

Greater Manchester Combined Authority

There were a handful of general positive comments about the proposed tunnel under south Manchester, with respondents stating that it is a good idea or would have little impact on the area. The Trans Pennine Trail mentioned that the tunnel ensures that the proposals would not have an impact on the Trail in Manchester.

### Reasons to disagree

Some respondents commented on the line of route approaching Manchester as a whole and said it would not be required or not justified.

### **Hoo Green to Manchester Airport High Speed Station**

The curve of the proposed route around Tatton was a concern for a few respondents. There were a handful of general comments expressing disagreements about the curve, as well as concerns that the bend would slow down the high speed line. A few respondents commented that the decision to align the route around Tatton was a political one.

It was also argued by several respondents that construction of this section of the route could impact on Tatton Park by creating noise and visual pollution and affecting surrounding access roads. The impact of the construction of the viaduct and cutting over Agden Brook floodplain in particular was mentioned as a concern. The National Trust commented that the impact to Tatton Park would not be of concern after construction had been completed.



There were several concerns regarding the crossing of the A556 and the cutting along the M56. Respondents argued that the M56 and A556 junction is already overcrowded and that it would become more congested, particularly due to commuters attempting to access Manchester Airport during rush hours.

As the route follows the M56, a handful of respondents said that the line would pass close to or have a negative impact on Rostherne Mere. There were several concerns that noise from the route could disturb the sanctuary bird population, and comments that the Appraisal of Sustainability does not take into account run-off or removal of nutrients from the soil into Rostherne Lake or disturbance to the aquatic food source of birdlife at the site.

There were a range of specific comments regarding the impact of the proposed viaduct over the Mid-Cheshire rail line south of Ashley. Several respondents were concerned about the noise and visual impact on the village of Ashley or the effect on the landscape of the elevated line, such as the destruction of farmland. It was also argued by a handful of respondents that the route would negatively impact the Grade II listed Park Farmhouse near Ashley and devalue properties in the village.

A few concerns centred on the proposed route passing close to Warburton Green and Hale Barns village. Respondents were concerned the route would cause noise and vibration impacts and light pollution to the nearby villages. There were also several concerns the route would blight views of the area from Altrincham and increase noise pollution or disrupt the tranquillity of area south of Manchester.

There were also comments that the route would blight properties and adversely affect communities, destroy leisure facilities and impact on the wellbeing of residents in Hale Barns. The viaduct over the River Bollin floodplain was also mentioned as a concern, with respondents commenting that the route could negatively impact Sunbank Wood and sever wildlife habitats at Sunbank Wood and Cotteril Clough.

The Woodland Trust mentioned concerns about damage to woodland, particularly in the area at the beginning of the line to Manchester around Tatton, including at Hancock's Bank.

The impact on the green belt land through Davenport Green and south of Manchester in general was raised as a concern. A handful of respondents also mentioned the potential impact on Davenport Green Wood, which was described as ancient woodland.

## **Manchester Airport High Speed Station to Manchester Piccadilly Station**

Some respondents expressed concerns about the Manchester Airport High Speed Station and Manchester Piccadilly Station. These, as well as any suggestions made in regards to the proposed stations, will be outlined in detail in Chapter 5.

The twin tunnels under the south of Manchester were mentioned as a concern by a few respondents. There were several general comments that the route under the city is unnecessary or a bad idea, as well as broad concerns about the details of the tunnel. Recurrent specific issues included concerns about the impact on existing properties and the noise and vibration generated by the operation of the tunnel, in particular in the area around Manchester Airport, which a handful of respondents mentioned as being already blighted by noise. There were also concerns about the economic benefit or cost of tunnelling for over seven miles under Manchester.

There were divided opinions in regards to the community integrity impacts of the route through Manchester. A handful of respondents said the proposed route would not benefit people in Manchester or its suburbs, while others made the opposite point that the route would only benefit people living in these areas.

The spur was seen as potentially causing transport issues in Manchester. A few concerns were raised regarding current congestion in Manchester and a similar number expressed concerns that availability of parking in Manchester would be adversely affected and that car parks are or would be expensive.

A handful of respondents expressed concerns about the construction of the tunnels, raising issues such as the noise, disruption and pollution of the construction process; the impact on the main road system; disposal of excavated materials and safety measures, as well as potential subsidence or water table displacement during construction.

As the tunnels continue north, the location and impacts of the first ventilation shaft at the junction of Lapwing Lane and Palantine Road at Didsbury was a recurring theme. Most of the respondents who commented on the route in this area made general comments disagreeing with the site of the shaft, and some also raised concerns about the potential impacts of the shaft.

The main concern for respondents was the negative visual impact of the proposed shaft on the local area and landscape. It was argued by a few respondents that the proposed location is in a residential and built-up area and several said the vent would

disrupt communities and blight local properties. In particular, the noise pollution on the properties along the Palantine Road and the area around the proposed ventilation shaft was a concern for a few respondents. It was also mentioned by a handful that the height and arrangement of Raleigh Close and Withington Town Hall would provide a large acoustic surface that would reverberate and intensify noise from the route through Didsbury.

It was argued by a few respondents that the proposed location of the shaft would be adjacent to three conservation areas; it was mentioned the proposals could impact on nearby woodland, on the Marie-Louise Gardens and on a Grade II listed building adjacent to the Greenfinch public house. The impact of the shaft on local amenities including Withington Golf Club and the Greenfinch public house was raised by several respondents. In particular, there were a number of comments describing the importance of the Greenfinch public house to the local community.

There were a few concerns that the ventilation shaft could impact on tourism in the area, as well as the economic development of Didsbury. The potential impacts of the shaft on local businesses, shops and restaurants, as well as development plans to restore the shop fronts along Lapwing Lane, were highlighted.

A concern for a handful of respondents was that the ventilation shaft would be in a flood risk area or would exacerbate flood risks as it would lie close to the River Mersey. The West Didsbury Residents Association expressed concerns about the possible hydrological and drainage issues that could arise.

Several concerns were also raised regarding the safety of the proposed ventilation shaft, such as lack of space for an emergency exit in the densely populated area and the shaft blocking emergency vehicle access in the event of a flood.

*We are very concerned that a ventilation shaft at this location could damage the future economic prospects for West Didsbury due to its poor visual appearance. Visitors to the locality would immediately be offered a negative image which may well colour their whole experience and this discouragement would cause local enterprises to suffer.*

West Didsbury Residents' Association

It was mentioned by several respondents that finding a suitable location for the ventilation shaft in South Manchester would be difficult in a built up area.

A recurrent concern among a few respondents regarding the route as it approaches Manchester Piccadilly was the impact of the route and the perceived increased number of trains on the Grade II listed Star and Garter public house between Manchester Oxford Road and Manchester Piccadilly.

### **4.5.3 Alternatives and suggestions**

A range of suggestions to re-align the route between Crewe and Manchester were made by respondents. A common suggestion made by a few respondents was to follow existing transport routes, including: following the M56; aligning with the existing Crewe to Manchester Line and following the A556 into Manchester. Several respondents also proposed straightening the alignment via the south of Holmes Chapel to reduce journey times.

#### **Hoo Green to Manchester Airport High Speed Station**

A few comments focused on alterations to the curved route from Hoo Green around Tatton. A handful of respondents argued that the route should take a more direct route through the Tatton area as a way of increasing the speed of service or reducing costs. A similar number of comments called for the route to be aligned to the east of Tatton or via Lower Peover which would avoid crossing the main roads and take a more direct route to Manchester Airport. Similarly, several respondents suggested the route should go through Tatton Park, while a similar number called for the route to tunnel under Tatton Park, which was mentioned as a way of cutting costs and avoiding damage to farmland and local communities.

Stemming from concerns about congestion on the main roads, a handful of respondents said the proposed route should not cross the M56. There were also a few calls for a cut and cover of the route around Rostherne Mere and crossing of the A556 in order to hide the line.

Several respondents said the line passing alongside Ashley should be lowered in order to reduce the noise and environmental impact of the route. A similar number, including Cheshire East Council, suggested the route should be tunnelled under the Mid-Cheshire rail line rather than elevated over it.

A handful of comments focused on suggested alterations to the route near Warburton Green and Hale Barns in order to avoid impact on the villages. Re-aligning the route through unoccupied land on the east side of the M56 was suggested by several respondents, as was tunnelling the route under the A586. Graham Brady, MP for

Altrincham and Sale West, said that moving the route to the west of the M56 between Ashley and Hale Barns would align HS2 better with Manchester Airport.

Moving the route further south from Manchester was seen as a way of lessening noise pollution and traffic by a handful of respondents.

### **Manchester Airport High Speed Station to Manchester Piccadilly Station**

There were a few suggestions regarding the line of route into Manchester, including a more direct route into Manchester from Crewe just north of Winsford and Middlewich. This route would go across the A530 to the north of Lach Dennis, across Crow Brook, across the M6 to the north of Lower Peover, across the A50, across the A537, across the B5085 at Mobberley past the west end of Manchester Airport and across the M56 to the interchange station. Several respondents suggested the route from Darlaston Wood should remain on the east of the M6 and then tunnel from Hanford to Kidsgrove under Stoke-on-Trent and continue to Manchester Airport and Manchester Piccadilly. Several respondents suggested an alternative route linking the WCML north of Crewe to Manchester Piccadilly and Manchester Airport.

There were several suggestions regarding the proposed route tunnel under the city between Manchester Airport and Piccadilly stations. A handful of respondents, including Manchester City Council, requested further clarification or safeguarding measures to ensure the impact of construction of the tunnel under densely populated communities would be minimised.

Some respondents called for the ventilation shaft near the junction of Lapwing Lane and Palantine Road in Didsbury to be moved or mentioned an alternative location for the shaft. A few respondents suggested that the shaft should be moved from local communities or to an area which would have less of a negative impact. Specific alternative locations included: the site of derelict buildings on the other side of Palantine Road; on the Siemens site on Princess Parkway; the bus terminus further along the Palantine Road near Hyde Road; Barlow Moor Road; further south on the Palantine Road; at the old Ewing school site; and former sites of Camperland Ltd buildings such as at Mill Lane.

Manchester City Council suggested a review of the location for the northern tunnel portal, with a view to moving it closer to the city centre in order to protect local neighbourhoods.

It was argued by several respondents that the end of the tunnel, the section of route from Longsight to Piccadilly station, should access the terminus on the north side of the station via a grade separated junction between the Hyde Road Bridge and Ardwick Junction.

A handful of respondents suggested building a depot in the Manchester area, either close to Manchester Piccadilly or in East Manchester. There were also several suggestions to make use of the Longsight Depot or existing rail yard brownfield sites in Central Manchester for cleaning trains as a way of enhancing sustainability. A few respondents said a Manchester maintenance depot could be a more economically or environmentally viable alternative to the proposed depot at Golborne. It was argued by several that this would avoid impacts on the surrounding countryside and the destruction of farmland.

Several proposed that the Great Central Railway should be reopened and routed to Manchester Victoria Station from Leeds. Upgrading the A555 was also suggested by a similar number as it would improve connectivity between Wilmslow and the Manchester Airport High Speed Station.

Some suggestions were made for steps to be taken to ensure that the route could extend beyond Manchester. Arguments for extending the route are examined in more detail in the next section of this chapter.

Several respondents called for comprehensive noise screening in Ashley and Thorns Green, particularly for residential properties close to the proposed route.

A handful of respondents said that a full investigation should be undertaken to assess any potential impact on residential Grade II listed buildings close to the proposed track between Manchester Oxford Road and Manchester Piccadilly, although they did not specify exactly where.

## 4.6 Beyond the western leg

Some respondents commented upon the impact of the proposals on areas beyond the western leg.<sup>14</sup>

**Table 4.6 Respondents mentioning each location – beyond the western leg**

Location	Total number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Liverpool	83	5	47	5	64
Wigan	43	4	30	1	18
Preston	19	2	7	3	13
Barrow-in-Furness	4	0	0	1	3
Arley Brook	3	0	3	0	0
Blackpool	3	1	1	1	3
Kirkby	2	0	0	0	2
Newton-le-Willows	1	0	0	0	1
Wolverhampton	7	0	5	2	0

### 4.6.1 Line of route and supporting infrastructure

#### Reasons to agree

##### (i) Liverpool

There were a handful of positive comments made about the proposed line of route beyond the western leg in relation to Liverpool. Liverpool City Region said that the proposed depots at Golborne and Crewe would create jobs in nearby areas, including Liverpool. Cheshire West and Chester Council highlighted the potential benefits for the growth of rail freight, notably through Liverpool.

##### (ii) Wigan

There were a handful of positive comments about Wigan which included that the connection with the WCML would provide opportunities for growth and regeneration; that there would be job opportunities from the proposed rolling stock depot at Golborne;

<sup>14</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

and that there would be wider business opportunities as local supply-chain business could benefit from both the construction and operational phases.

## **Reasons to disagree**

### **(i) Liverpool**

There were a few comments about the implications of not having a direct route to Liverpool.

Specific negative comments focused on the potential damage to Liverpool's economy and overall competitive standing, as well as the implications for regeneration and local businesses. Several respondents commented that the proposals would marginalise Liverpool and that the focus on Manchester would cause investment to be taken away from Liverpool. There were just a handful of comments about each of these aspects.

There were also a handful of comments that other towns and cities smaller than Liverpool such as Leeds and Wigan would be better connected than Liverpool as a result of the proposals.

Liverpool City Region commented that the proposed route east of Warrington would make any future extension to Liverpool difficult.

### **(ii) Wigan**

There were a handful of comments raising concerns about a proposed northern connection to the WCML. It was mentioned that it would not link with main lines to Liverpool through Warrington; that there was lack of detailed information to support the connection; and concerns about tracts of land needed for allocating the proposed depot near Wigan with the link to Manchester.

The issue of protecting Grade II listed buildings in Wigan was raised, with the Leigh Ornithological Society saying that 31 buildings should be protected.

A handful of respondents, including the North West Transport Activists' Roundtable, expressed concerns about the noise impact of the trains running past the particularly flat area around Wigan.

### **(iii) Preston**

While one respondent said that HS2 would reinforce Preston's role as a major rail hub, more respondents were negative, with disappointment being expressed that the route



north of Preston is not included in current proposals. There were a handful of criticisms that HS2 would negatively impact the local economy.

#### **(iv) Blackpool**

While there were a handful of comments that HS2 has great potential benefit for Blackpool's economy, there were also a handful of concerns about whether Blackpool residents and visitors would be able to travel easily between Blackpool and HS2 services.

### **4.6.2 Alternative suggestions**

#### **(i) Liverpool**

There were a few comments that HS2 should be extended to Liverpool, with a spur suggested. It was contended that this would support growth and development around Merseyside, North Wales and Cheshire, as well as being better for rebalancing the economy, and facilitating job creation and the building of new houses. It was also argued that given both Liverpool's size and profile, it would be essential for the city to be a destination on the direct HS2 network. Liverpool's connectivity was highlighted:

*Liverpool is the centre of a large and popular rail network, greater than that of Leeds or Manchester. The Merseyrail network connects Greater Liverpool, extending into neighbouring counties, with fast and frequent trains that are capable of accommodating the large passenger numbers needed to feed HS2 services.*

20 Miles More

It was also suggested that an upgraded link between Crewe and Liverpool – over “the last 35 miles” - would improve capacity, train speeds, and would enable a cost-effective link to Liverpool and surrounding areas via the WCML. A spur at Runcorn, to alleviate the perceived disadvantages of HS2, or a captive spur between Crewe and Liverpool, were other suggestions.

#### **(ii) Wigan**

There were a handful of comments suggesting that a potential extension north of Wigan should be incorporated into Phase Two as it would allow for journey time savings, economic benefits and modal shift from air to train.

Other suggestions were that a proposed depot should be built on derelict land in New Springs, Wigan instead of at Golborne; that a maintenance depot should be located on

the land formerly used by British Rail on approach to Wigan; that HS2 should follow the bed of the Great Central Line to Ince and then join the line from Manchester to Wigan; and that a connection to the WCML to Wigan should not be compromised or lost.

There were also calls for an independent cost-benefit analysis of the link to the WCML from Wigan.

Wigan Council said that it would like to see a detailed assessment of how many jobs are likely to be provided and the nature of those jobs.

### **(iii) Other suggestions about extending the western leg**

There were a number of suggestions made in respect of further extending the western leg or facilitating more services to Scotland:

Extending the line to Glasgow. Another suggestion made by a few respondents was to widen the M6 and M1 to accommodate twin rail tracks and double the capacity of the WCML to Glasgow.

A spur at Golborne would allow for direct classic compatible and high speed trains between Manchester and Scotland.

Future extension to Scotland should be allowed for via Burnley.

The proposed route should connect to the WCML north of Preston instead of south of Wigan to reduce future challenges to extend the route to Scotland.

Other suggestions about future expansion of the route were as follows:

Golborne is the wrong place to link to the WCML for future expansion to the north and west of Manchester.

An alignment to the west of Warrington would more readily accommodate an extension to Liverpool.

The route should be extended to benefit communities and businesses in Lancashire, including Blackpool, the Fylde coast, Blackburn and Burnley.

HS2 should stop at Preston on any future Glasgow to London route.

There were also general comments that the tracks should be kept as simple as possible in Manchester to allow northward expansion.

## 4.7 The western leg overall

This section of the report looks at comments respondents made about the western leg as a whole or about wide areas of the route, rather than the specific locations covered above.

### 4.7.1 Line of route and supporting infrastructure

#### Reasons to agree

Several respondents made general comments that the proposed route is sensible, a good idea, or well-thought out, while others said the route is necessary or helpful.

*The engineering proposals for the alignment of the routes will deliver a fit-for-purpose high speed railway whose key requirements are overall capacity and connectivity with existing rail infrastructure.*

DB Schenker

Several respondents made the general point that the route minimises disruption and avoids built up areas.

It was argued by several respondents that the western leg would benefit the West Midlands, the North West and communities more generally, and that the route would bring more business to the West Midlands. It was contended by a handful of respondents that the route would generate economic growth and enable the economic regeneration of the North West. Several respondents commented that the route is the most cost-effective.

Several respondents made general comments that the use of tunnels, cuttings and ventilation shafts is a good idea. One respondent described the depots as well placed because they make the most of former railway land.

Several respondents made general comments in favour of the western leg connecting to the WCML. Others mentioned the route would more evenly distribute air travel around the UK. Several respondents made positive comments about the reduction in journey times to London.

## Reasons to disagree

Some respondents made general criticisms of the western leg, which were often underpinned by opposition to the HS2 scheme overall. Some respondents described the route as pointless, unnecessary or flawed.

Several respondents commented that the route is not sensible or well-thought out. It was mentioned that a poor design, as well as sharp bends in the route in and out of Manchester, could potentially impact on the speed of trains.

*The line of the proposed route seems to me to be non-compliant with the basic thinking behind any high speed railway i.e. it needs to be as straight as possible to achieve maximum speed.*

Member of the public

It was argued by a handful of respondents that the design of the route failed to consider national infrastructure. There were several comments about the western leg running through areas of subsidence, salt extraction, shallow mining and gas storage in Cheshire.

A few respondents disagreed with the proposed route specifically through Staffordshire and through Cheshire. It was argued that the western leg would not benefit residents in Staffordshire or Cheshire, and would have a negative effect on the local economy, businesses and tourism. It was also argued by several respondents that the western leg would not benefit residents in the Midlands or towns in the North West. Some respondents made more general comments about the route negatively impacting upon rural communities, local communities and communities along the route.

Some respondents made general comments about the perceived negative impacts of the route on property, with blight, the need for properties to be demolished, and difficulties in selling all mentioned. A few respondents commented that the route would not benefit businesses and would cause disruption to businesses during construction. It was also argued by a few respondents that many farming businesses would be destroyed.

The perceived lack of alternatives, or a lack of information about why the route for the western route was chosen, were raised by several respondents.

A handful of respondents criticised the route for stopping at Manchester (more specific arguments on this point are discussed in the previous section). There were also several

general comments about the western leg not connecting enough towns or not connecting Manchester with Leeds. A handful of respondents commented that the proposed route for the western leg does not adequately utilise transport infrastructure and that it has poor connections with existing rail services.

There were some general criticisms of tunnels on the western route, with several respondents commenting that tunnels would be built under green belt land or through densely populated areas.

Several respondents expressed general concerns about the use of viaducts because of the cost, the noise and the impact on green belt land.

A handful of comments focused on the impact of the western leg on the Trans Pennine Trail. The Trans Pennine Trail commented that fourteen public rights of way would be severed, including two greenway and multi user routes. Several respondents made general comments about the route impacting bridle paths, countryside paths, rights of way and key cycle routes. The Cheshire Ring Canal Walk was specifically mentioned by several respondents.

A few respondents raised general concerns about the potential impact of the proposed route for the western leg on the canal system. The disruption caused by the construction of the western leg was raised as a concern.

There were concerns raised by a handful of respondents about the impact of the line of route on the existing road network. Respondents mentioned that HS2 could affect the road network or cause road closures in Staffordshire, Cheshire and Lancashire.

Traffic congestion and potential road closures caused by construction were issues raised by a few respondents. Respondents commented upon the impact of heavy lorries, and HGVs accessing construction sites, with concerns about noise, congestion and light pollution mentioned.

#### **4.7.2 Alternatives and suggestions**

There were several suggestions for the route between Manchester and London to be more direct or for the route to be straighter. It was argued that this would be cheaper and quicker. More specifically, it was suggested that there should be a single line from London and that the route of the old Great Western line from London to Manchester should be used. Arguments in favour of these alternatives tended to focus on impacts, disruption, economic benefits, costs and capacity.

There were several proposals to use existing transport corridors for the route. A handful of respondents suggested following the existing rail corridor, while others said the route should run adjacent to motorways. Several respondents proposed using the Mersey Valley line into Manchester, the Trent Valley line or taking a more westerly route by following the WCML, specifically in Staffordshire and Cheshire.

There were some general suggestions to reconsider the route. It was argued that there had been a change in emphasis from speed to capacity which necessitated the route being reviewed.

Tunnelling the route was suggested by a handful of respondents, either generally or through Mid Cheshire and Staffordshire. Several respondents argued that the route should have fewer tunnels and cuttings to cut costs, while a handful contended that there were not enough tunnels or cuttings in the route to minimise disruption to communities.

The Scottish Association for Public Transport suggested that the use of tunnels should be reviewed to identify where it would be possible to reduce the costs or extent of tunnelling. There were also several calls for the use of cuttings, depots and viaducts to be reviewed.

Using bridges on the route to reduce the severance of communities/farms was suggested by several respondents. Respondents also proposed improving or upgrading bridges so that double-decker carriages could run.

There were several general comments that the location of depots and maintenance facilities should be at brownfield sites.

Turning to other suggestions, the following comments were made:

A handful of respondents said the western leg should avoid interfering or destroying canals or canal restoration schemes. It was argued that provision needed to be made for canals to keep operating.

Several respondents said the infrastructure needs of cyclists should be considered at the design stage of the western leg.

It was argued by a handful of respondents that any public rights of ways destroyed by the route should be replaced with ones of similar quality.

The importance of dealing with disruption to roads during construction was stressed by several respondents.

## 4.8 The western leg: campaigns and petitions

18 of the campaigns submitted by respondents commented upon proposals for the western leg. Relevant sections of the campaigns, together with the number of responses received, are included below. Four petitions relating to the western leg were also received.

**Table 4.7 Campaigns submitted regarding the western leg**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Cheshire's Second Rail Revolution	715
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
Golborne from Hoo Green: Objection	275
Conservative Objection - Village of Lowton	251
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
The Future Starts Here	159
StopHS2.org Part 1	152
Lymm Communities: Object	106
Parish Council and Community In Favour	41
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5
<b>Petitions</b>	<b>Number of signatories</b>
Combined Handicapped and Disabled Society (CHADS)	335
Stockwell Heath, Hamley and Hamley Heath	26
The Raleigh Close and nearby area petition	20
Residents of Stockwell Heath	13

### 4.8.1 Overall comments about the proposals

Three campaigns expressed disagreement with the proposals for the western leg, stating their overall opposition to HS2. These were **Disagree: HS2 and Beyond** (426 responses), **Crewe Station to be moved to Etruria** (8 responses) and **Online Campaign 2** (7 responses).

One campaign stated its support for the proposals for the western leg (**The Future Starts Here** - 159 responses), while another (**Parish Council and Community in Favour** – 41 responses) expressed general support for the route.

**StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) said that the proposals had not been properly thought through, contending there had been no real assessment of impacts.

### 4.8.2 Comments on Lichfield to Newcastle-under-Lyme

One campaign commented on this section of the route, and three petitions were submitted concerning locations relating to this part of the route. The **Combined Handicapped and Disabled Society (CHADS)** petition (335 signatories) requested a re-appraisal of the HS2 proposals and, more specifically, the proposed route to Manchester over land lying to the north of Kings Bromley Lane, Handsacre. It was said that this land is owned by CHADS and is a Site of Biological Importance.

**The Stockwell Heath, Hamley and Hamley Heath petition** (26 signatories) argued that the route would have a devastating impact on properties in Stockwell Heath, Hamley and Hamley Heath in Staffordshire. It was contended that the route would impinge on two lanes that were designated Biodiversity Alert Sites and one lane which was a Site of Biological Importance, and that bridges built there would be very visible. The petition also pointed out that Stockwell Heath's pond had a population of the highly protected Great Crested Newts, and the local area had colonies of bats and that barn owls were believed to nest within 500 metres of the line. It was argued that two local farming businesses would be put under a great deal of disruption, and possibly out of operation by the route. The petition concluded with the request for the proposed route to be looked at again, arguing it should follow existing transport corridors.

**The Residents of Stockwell Heath petition** (13 signatories) argued that the community would be devastated and properties disrupted by the route. The petition requested that the route be re-aligned, moving it 150 metres to the north. It was



suggested that this would save money by eliminating the requirement for a 11.6 metre high embankment and one of the two bridges required. Such re-alignment would also bring properties within 60m of the line, resulting in compensation benefits.

**Manchester and West Midlands: Disagree** (176 responses) criticised the Appraisal of Sustainability because it was seen to give little consideration to the impact of HS2 on the Ridwares, Staffordshire, and it was argued that it made no reference to any mitigation of the maintenance loop at Pipe Rideware. The campaign contended that it lacked details of construction, such as size and location of construction camps and other land required during the construction period.

#### **4.8.3 Comments on Newcastle-under-Lyme to Crewe**

One campaign commented on this section of the route. **Cheshire's Second Rail Revolution** (715 responses) expressed strong support for an additional station in Crewe. It was argued that a brand new station there would alleviate congestion, attract over £1bn rail investment, create up to 60,000 jobs, regenerate the area and improve connectivity.

#### **4.8.4 Comments on Crewe to Golborne**

Most of the campaigns relating to the western leg commented on this section of the route, with several similar points raised by different campaigns.

**The Village of Culcheth: Oppose HS2/ CADRAG campaign** (325 responses) expressed strong disagreement, especially with the section between the junction near Lymm and the connection with the WCML at Golborne. Reasons included the loss of jobs, environmental damage, property blight in Culcheth and a predicted lack of compensation. It was also argued that the Golborne connection would result in: a loss of jobs because the route would go through the Taylor Business Park; the destruction of the Culcheth Linear Park; damage to sensitive environments such as local mossland; and noise, disruption and property blight on nearly 1,000 homes within 500m of the proposed line.

**Conservative objection – Village of Lowton campaign** (251 responses) argued that the depot at Golborne would destroy a great part of the village's remaining green belt land; would mar places of historical and natural importance such as Byrom Hall, Lightshaw Hall and Byrom Wood; would be too close to Pennington Flash Country Park and would threaten the wildlife within it. Concerns were expressed about the impact of

the route on Lowton in relation to noise and road diversions. It was argued that the route had no benefits for the village.

**Golborne from Hoo Green Objection campaign** (275 responses) disagreed with the proposed line to Golborne from Hoo Green and Manchester Airport. It was argued that the raised embankment and viaducts over the Manchester Ship Canal would cause huge damage to the environment, run through historic parishes, threaten listed buildings and harm businesses. It was contended that Crewe should have the link to the WCML as this would make use of existing transport corridors and reduce the impact. It was contended that the existing railway land at Longsight should be used for carriage cleaning, which would mean no need for the depot at Golborne.

The campaign also expressed concern that no environmental or geological assessment had been completed. It was said that the area between Golborne and Hoo Green is a floodplain and has salt extraction sites. It was contended that these factors would impact cost calculations for HS2.

**Rixton-with-Glazebrook campaign response** (117 responses) said that Rixton-with-Glazebrook would be cut in two by a bridge. It was argued that it would be better to put it alongside the existing WCML.

**Lymm Communities: Object campaign** (103 responses) strongly disagreed with the route, especially from its junction near Rostherne Mere to its connection with the WCML at Golborne. It was argued that the flatness of the land along this sector of the route means the elevated railway would badly affect the visual appearance of these parts, and cause severe noise pollution. Specific places that would suffer included Lymm, Rixton-with-Glazebrook, Hollins Green, Culcheth, the Bollin floodplain and Warburton. Tunnelling should be considered more widely if this route was to be used. It was argued that the proposals would cause property blight and harm the quality of life of those who lived near the line, with no compensation in almost all cases. Other objections were that it would ruin farmland and agricultural businesses and communities, that it would lead to job losses because it would go through the Taylor Business Park, that it would damage amenities like the Trans Pennine Trail, and that it would harm environment and wildlife, such as the mossland and the bird population. It was argued that there is no valid case for the rolling stock depot near Golborne and that independent reports had challenged the view that the connection would free up capacity.

**Mid-Cheshire Against HS2 campaign response** (19 responses) disagreed with the route as a whole, but especially with the proposed route between Wimboldsley and Wincham. It was argued that this section would run over an area of active subsidence that would demand more foundation work at great and unknown expense or else it would be dangerous. It was further contended that the route would destroy acres of prime dairy farming land and cut the output of its farms. It was said that the route would go over two historic canals (The Shropshire Union Canal and the Mersey Canal South) which would cause unacceptable noise pollution and damage to the tourist industry. Concerns were raised about blight to the local property market, disruption to local roads and effects on wildlife.

**Warrington Stop HS2 campaign** (7 responses) disagreed with the proposed route. This was particularly the Warburton-Bamfurlong section, and especially when it went through the area of Rixton-with-Glazebrook. This was because of the separation of Rixton-with-Glazebrook into two different communities; lack of detailed information on the noise mitigation for the viaduct, or reassurance about the level of disruption that would be caused; severe visual impacts; loss of farmland; property blight; lack of improvement to journey times; destruction of the Taylor Business Park; negative impacts on the community. It was suggested that viaduct over the Manchester Ship Canal was unacceptable and there should be more attention given to a tunnelled alternative; that HS2 should be extended to Warrington, which would remove the need for the Warburton to Bamfurlong section; that the maintenance depot should move from Golborne to a place nearer Manchester Piccadilly such as Carrington; and that HS2 should service Liverpool.

#### **4.8.5 Comments on the approach to Manchester**

**Lymm Communities: Object campaign** (103 responses) criticised the fact that the line would avoid Tatton. It was described as illogical because a direct line was envisaged for other stretches of the route, even though geography would not hinder a straight route from Crewe to Manchester.

**The Warrington Stop HS2 campaign** (7 responses) argued that the quickest route to Manchester would be a straight line from Crewe. The proposed diversion around Tatton Park went against the Phase One stipulation for the line to be as straight as possible. An alternative would be a direct line tunnelled out of Manchester to continue in a straighter line towards Knutsford Services on the M6.

**The Raleigh Close and nearby area petition** (20 signatories) from residents in West Didsbury objected to the proposed route, with particular reference to line section HSM28B: Rostherne to Ardwick. It was contended that alternative routes had not had enough attention. It was argued that Palatine Road, as it led into Wilmslow Road, was very congested and that the proposed ventilation shaft would be better situated at Princess Parkway.

**Campaign submitted by various businesses – Part 1** (16 responses) And **Part 2** (5 responses) proposed an alternative route for the line between Crewe and Manchester. The campaign contended that this route would be shorter, would affect fewer people, would be cheaper and would have less of an impact on the environment. It argued that there would be no need to link up to Golborne and the WCML or for an extension to Preston, Carlisle and Glasgow. If a depot was needed, the campaign proposed that it could be sited south of Manchester, so that there would be depots at Crewe and Manchester.

# 5

## PROPOSALS FOR STATIONS (WESTERN LEG)

## CHAPTER 5 – PROPOSALS FOR STATIONS (WESTERN LEG)

This chapter provides a summary of responses to the consultation which address the issues relating to Question 2 and Question 3 in the consultation document.

### Question 2 wording

*Do you agree or disagree with the Government's proposals for:*

- a. A Manchester station at Manchester Piccadilly as described in Chapter 7 (sections 7.8.1 – 7.8.7)?*
- b. An additional station near Manchester Airport as described in Chapter 7 (sections 7.6.1 – 7.6.6)?*

### Question 3 wording

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

This chapter summarises responses on the proposals for each station in turn:

- Section 5.1: A Manchester station at Manchester Piccadilly
- Section 5.2: An additional station near Manchester Airport
- Section 5.3: Additional stations on the western leg

Reasons to agree and reasons to disagree with each proposed station are discussed. Responses have been broken down into i) comments on access and connectivity issues and ii) comments on community and economic impacts. Each section concludes with a consideration of alternatives and suggestions put forward by respondents.

### Summary of consultation responses

2,049 respondents provided comments about the proposed **station at Manchester Piccadilly**. In addition, 11 campaigns made comments about the proposals.

A total of 700 respondents agreed with the proposals and 895 respondents disagreed. The main comments in support included that it is a good idea and that there are no other viable alternatives. The potential economic benefits of the station were another reason for agreement. The main argument made by those who

disagreed with the proposal was that a Piccadilly station is not needed, particularly given the proposals for a station at Manchester Airport. The main alternative suggestion was that the station should be built as a through station rather than a terminus.

Two campaigns expressed support for the station and a further two campaigns backed the proposals, provided the proposed line of route would follow a suggested alternative path. Seven campaigns disagreed with the proposed station. Reasons given were the distance of the station from the Warrington area and that it would be more cost effective to consider other options such as locating the station in Salford.

There were 2,003 respondents who provided comments about the proposed **Manchester Airport High Speed Station**. In addition, 13 campaigns commented upon the proposals.

613 respondents said they agreed with the proposal and 909 said that they disagreed. As with comments about the proposed station at Manchester Piccadilly, the main positive comment was that it would be sensible, with its proximity to the airport given as a reason for support. The main negative reasons were that the proposed station is not needed given the Manchester Piccadilly proposal and that the station is too far from the existing airport station and airport terminals.

Two campaigns agreed with the proposals provided that the line of route would follow a suggested alternative path. The other 11 campaigns disagreed with the station. Reasons given included that the station would be too far away from the centre of Manchester.

Respondents were also asked if there should be **any additional stations on the western leg**. A total of 234 respondents said they supported additional stations, while 1,128 said there should not be any additional stations. Supportive comments mainly focused on widening access to the line and serving more communities, while negative comments were around slowing down the line and causing escalations in cost and construction time. The locations for an additional station which received the most mentions were in Staffordshire and Cheshire, in particular at Crewe, Stafford and Stoke-on-Trent.

There were eight campaigns that made reference to additional stations on the western leg of the proposed Phase Two route. Three campaigns called for additional stations in Crewe (448 responses), Stoke-on-Trent (455 responses), Liverpool (448 responses), and Warrington Bank Quay (448 responses). The other five campaigns (353 responses) opposed additional stations.

## 5.1 Views on a Manchester station at Manchester Piccadilly

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about a station at Manchester Piccadilly. The remainder of respondents commenting did not express an opinion about the station overall.

**Table 5.1 Views on a Manchester station at Manchester Piccadilly (number of responses)**

<b>Non-campaigns</b>	<b>1,824</b>
Agree strongly	24
Agree	614
Agree with caveats	62
Neither agree nor disagree	229
Disagree	853
Disagree strongly	42
<b>Campaigns <sup>15</sup></b>	<b>2,295</b>
Agree	607
Agree with caveats	21
Disagree	1,660
Disagree strongly	7

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<sup>15</sup> For more information about these campaigns, please see Section 5.1.6 and also Chapter 3 of this report.



## 5.1.1 Manchester Piccadilly: comments on the station

### Reasons to agree

The Manchester Piccadilly site was argued by some respondents to be the most sensible location for the station in central Manchester.

### Comments on access and transport connectivity

A handful of respondents said that the new station would improve and benefit from onward connectivity in Greater Manchester and the wider area. Those respondents expressed approval of the integration of the station's design with local bus and tram networks, as well as the national main lines and local and regional train routes such as the Trans-Pennine and WCML rail routes. A handful thought the proposals might help ease congestion on existing services, particularly in conjunction with upgrades at Manchester Oxford Road. Others argued that there would be easy access for cyclists and pedestrians at the proposed station.

A handful of respondents said there would be positive impacts on existing rail services and improvements to onward rail travel in the area.

### Comments on community and economic impacts

The main comment in favour of the location of the station in central Manchester proposal is the opportunity for economic regeneration. This point was made in relation to the Piccadilly site to the east of the city, to Manchester as a whole, and to the North West more generally. The derelict nature of much of the proposed site was highlighted.

Others, including Manchester City Council, commented on the proposed design of the new station, arguing that it had the potential to transform the immediate location and spearhead the regeneration of the neighbourhood with world class public spaces and architecture. Respondents commented upon the opportunity for additional retail, leisure and office space that the Piccadilly development would bring, creating jobs and housing in its wake. A world class facility was seen to maximise the potential benefits that the line itself would bring to Manchester and the wider North West.

It was mentioned by several respondents that by using the existing site, the landscape, visual and cultural heritage impacts on the city and its residents would be minimised. Some respondents made comments in agreement with the proposals which were conditional on the preservation of Gateway House.

## **Reasons to disagree**

### **Comments on access and transport connectivity**

A handful of respondents were critical of the onward connections from the proposed Manchester Piccadilly station by train, especially given the design as a terminus, as well as by tram and bus. It was argued that the proposals do little to solve the disconnected nature of Manchester's public transport network. Some respondents argued that the positive impacts would be felt primarily by people in the city centre, and that others having to travel into Manchester, from Cheshire, Staffordshire and other communities away from the city would not benefit.

Others disagreed with the proposals on the basis that the Manchester Airport High Speed Station could operate as the sole Manchester HS2 hub. Some of these respondents suggested that the existing transport links between the two sites make a second station unnecessary. Conversely, others said that money saved by only building one Manchester station (at the airport site) could be invested in strengthening transport links from that terminal into the city centre.

Several respondents expressed concerns that the station design does not improve the onward connections to other transport hubs, including across the Pennines to Leeds and Sheffield, Staffordshire, North Wales, Chester, the Wirral and the North East. Many of these respondents were concerned that the station construction might worsen existing routes during construction, as well as during normal operations after the new line opens.

A handful had concerns that the HS2 proposals would conflict with the plan for a Northern Hub. It was argued that crossing the city from the HS2 stations at Piccadilly to the Northern Hub station at Victoria does not represent an integrated development. It was suggested that the Northern Hub project would bring about sufficient improvements and make a new HS2 station in Manchester unnecessary.

There were a few comments relating to traffic and transport, with most of these respondents expressing concerns that the proposals would exacerbate existing problems with parking and congestion in the city centre.

### **Comments on community and economic impacts**

Many of the respondents who disagreed with the proposals argued that a new station could not be justified in terms of cost, disruption and necessity. It was suggested that the existing station at Manchester Piccadilly is sufficient or already too large and that

the disruption caused by construction would be untenable at what was described as an already busy station. A handful of respondents, including Stop HS2, were concerned that the costs for the new development would be too high or would exceed predictions. Several said that there was a lack of clarity around who would pay for the station.

A handful expressed doubt about the scope for the proposals to bring economic benefits to the area. There were concerns about the impact of disruption to and the potential destruction of local businesses. A handful of respondents raised potential for job losses or job displacement.

Piccadilly Gate was seen to be a vulnerable business. Several respondents also raised concerns about the impact on Royal Mail and Parcelforce operations. A handful of respondents were concerned about the impact to their property or to properties in proximity to the site.

A handful of respondents had concerns about the health and well-being of residents living near the site during construction, as well as during normal operations should more trains come into the area than at present. Several respondents expressed concerns about the impact of the proposal on the heritage buildings in the area, including on Manchester Piccadilly station itself, as well as the listed train shed.

### **5.1.2 Alternatives and suggestions**

The main alternative suggestion was for the station to be built as a through station, allowing for improved northern and trans-Pennine connectivity and future expansion of the high speed line. Several suggestions were made to include underground platforms at Fairfield Street, which would facilitate through services. Manchester Victoria was also suggested as a site offering through functionality for onward travel to the north of Manchester.

Several respondents argued that the site at the Manchester Mayfield station would be a cheaper, more sustainable and more flexible alternative. Others suggested the Manchester Exchange and the Manchester Central stations might be appropriate sites. Ordsall Lane to the west of the city centre was suggested as a more appropriate location, on the basis that this would allow for easier connections to destinations to the west of the city using the M62.

It was argued that a site outside of the city as a parkway station would be preferable. Salford or Salford Quays were mentioned by a handful as a site for the station, which

could integrate with Media City UK, potentially on a more direct alignment into the city. Others thought the disused rail land west of the existing station might provide a suitable location. A handful proposed that the Manchester station should instead be a terminus of the Great Central Main Line, which would necessitate changes to the route (detailed in Chapters 4 and 6). Alternatively, updating and incorporating the new station within the existing Piccadilly site, as at London St Pancras, was proposed.

Several respondents highlighted the importance of good integration with onward transport options, including the classic trains leaving Piccadilly, as well as road, bus, cycling and tram options. To that end, it was suggested that a tram station could be accommodated under the HS2 station. Some respondents contended that the design should incorporate better onward connectivity locally and across the region, both in terms of classic rail and high speed services. Sheffield Meadowhall HS2 station and the Mid-Cheshire line were specifically mentioned in this regard.

Several respondents proposed a larger station. It was argued that there should be additional tracks at Manchester Piccadilly to accommodate any failure in operations, including broken down trains or shunter locomotives. Another suggestion was for the concourse to be extended to make capacity for security and customs which would facilitate international travel.

It was suggested that additional provision should be made for a platform which could accommodate high speed regional 'javelin' services. Several respondents suggested extending the concourse, for instance into London Road, so that the station would make a greater and more positive impression on visitors to the city. A handful expressed support for the plans released by Manchester City Council for the Piccadilly site.

It was suggested by one respondent that the station, along with the line itself, could be built sooner so that it is operational by the mid-2020s.

A handful of respondents said that there should be adequate car parking in the Manchester city centre station. It was requested that habitat enforcement be undertaken to safeguard key urban wildlife found in the vicinity of the proposed site.

A few respondents stressed the need for local stakeholders, including Manchester City Council, to work together to maximise the economic benefits of the station development.

*[T]here is a critical need for strategic decision-making and long-term planning to facilitate the local growth potential around the proposed HS2 stations at Manchester Piccadilly and Manchester Airport and its Airport City Enterprise Zone. In each case this is about more than local growth; it is also about maximising the productivity gains from HS2 which means national as well as local benefits.*

Greater Manchester Combined Authority

### 5.1.3 Manchester Piccadilly: campaigns and petitions

11 of the campaigns submitted by respondents commented upon the proposed station at Manchester Piccadilly. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 5.2 Campaigns submitted regarding the proposed station at Manchester Piccadilly**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Lymm Communities: Object	106
Campaign submitted by various businesses – Part 1	16
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) agreed with the proposed station at Manchester Piccadilly, saying that if HS2 went ahead, Manchester Piccadilly had to be part of the high speed network and so an HS2 station would be needed. **Campaign submitted by various businesses – Part 1** (16 responses) and **Part 2** (5 responses) made a similar point, but with the caveat that the route would have to follow their suggested alternative path.

**Online Campaign 2** (7 responses) strongly disagreed with the station. Similarly, the **Disagree: HS2 and Beyond** (426 responses) campaign said it disagreed with the station as it disagreed with HS2 altogether.

Five other campaigns expressed disagreement, giving a variety of reasons. **Crewe Station to be moved to Etruria** (8 responses) argued that there was no need for any stations in Manchester as people would not catch a train from Birmingham or London in order to fly from Manchester. It also expressed concern that Manchester would drain potential development and job opportunities from Staffordshire.

**The Village of Culcheth: Oppose HS2/ CADRAG** (347 responses) and **Lymm Communities: Object** (106 responses) regarded the station as being too far away from the Warrington area to be of use to communities there. It said that it would be better to locate the station in Salford, an area more in need of regeneration.

**StopHS2.org Part 1** (152 responses) said that if the station were to go ahead, there would be huge disturbance to the existing Manchester Piccadilly Station as well as more outlying services.

**StopHS2.org Part 2** (170 responses) said that Manchester City Council favoured complete redevelopment of Piccadilly station, at a cost of several billion and expressed concern about how this redevelopment would be funded. As an alternative, it contended that the 51m proposals and a reopened Woodhead route would be better than the HS2 proposals for Manchester Piccadilly.

## 5.2 Views on an additional station near Manchester Airport

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about an additional station near Manchester Airport. The remainder of respondents commenting did not express an opinion about the station overall.

<b>Non-campaigns</b>	<b>1,662</b>
Agree strongly	20
Agree	524
Agree with caveats	69
Neither agree nor disagree	140
Disagree	868
Disagree strongly	41
<b>Campaigns<sup>16</sup></b>	<b>2,314</b>
Agree	159
Agree with caveats	21
Disagree	2,127
Disagree strongly	7

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<sup>16</sup> For more information about these campaigns, please see Section 5.2.6 and also Chapter 3 of this report.

## 5.2.1 Station near Manchester Airport: comments on the station

### Reasons to agree

The most commonly made comment in support of the proposal was that it is a sensible or a good idea.

### Comments on access and transport connectivity

Respondents expressed support for the proposals because of the location of the site, and its proximity to the airport, with its scope for international connectivity. The station's closeness to the airport terminals, relative to the shortlisted options, was highlighted.

The proposal was described as being good for the airport, and it was argued that the largest airport outside of London would be able to develop into a European or global hub. It was proposed that this would allow the airport to give a better service to people from the area and beyond. Several respondents said that it would allow Manchester to compete against Heathrow, and could reduce the need for an additional airport in the South East. The potential for a security and immigration facility integrated within the airport station was seen to help facilitate onward international travel.

Some respondents said that the proposal was preferable to the other shortlisted options because of its connectivity with the Manchester tram network. A few respondents commented positively about the station's potential to improve existing rail links to Manchester Airport, both locally and nationally.

There were a handful of positive comments about the proposed site for the station as it was said that it would allow for easy road access and parking at the proposed site. The proposed improvements to Junction 6 of the M56 and the M556 bypass were also seen as something positive for the area and its road users.

### Comments on community and economic impacts

The station was described as essential or advantageous to respondents or their communities. Several saw the proposal as offering good value for money, particularly compared to the proposal for the city centre station.

The proximity of the proposed site to one of the UK Government's Enterprise Zones was noted. A handful said that the station would bring further development opportunities and investment to the region, as well as a boost for the airport itself; around the station site; beyond to Greater Manchester; and to other northern cities.



Manchester Airport argued that enhancing connectivity to the airport would relieve pressure on London airports and improve access to air services. Several said the proposals would offer a wider choice for businesses and may attract companies considering re-locating to South Manchester and the north of England in general.

Others supported the proposals because of the potential beneficial impacts on the MediPark developments, as well as the wider Airport City plans. A handful, including Manchester City Council, suggested that the proposed station would bring additional employment opportunities.

## **Reasons to disagree**

### **Comments on access and transport connectivity**

One of the most commonly made negative comments about the proposals was that the location of the station is too far from the airport terminal buildings. As a result, a handful of respondents had concerns about onward public transport connections, especially for those with heavy luggage.

It was argued that any time savings could be negated by lengthy transfers between the new airport station and the terminals. Others questioned the likelihood of air passengers using the station for onward travel within the country:

*It seems unlikely that significant numbers of inbound passengers would fly into Manchester Airport then make use of the high speed network to travel to Birmingham or London. Having considered the costs and travel time, it is highly likely that passengers would fly direct to the areas closest to their final destination – and vice versa.*

Christopher Pincher, MP for Tamworth

A handful argued that existing transport options to the airport are lacking and improvements are needed. Respondents said that transport to the existing airport station was poor and liable to delays and that the proposed station would be difficult to reach.

A few respondents expressed concern that additional stops, including at the airport, would undermine the high speed service. A handful had concerns that the existing lines into and out of the airport station would be disrupted during construction and once the line is operational.

Negative impacts on local roads and car users was a concern for a few respondents. The impact on the existing traffic problems in the area were mentioned and respondents raised concerns that the gridlock around the M56, the A538 and the M60 would be exacerbated by the proposals. Others argued that the high levels of traffic on the motorway network in the proposed site made it unsuitable for the proposed development. Car parking was also a concern for respondents, a handful of whom said the proposed car park was too large. In contrast, others said it was too small.

A handful had concerns about the impact on public footpaths in the area: the Roaring Gate Lane, Brooks Drive and Flaxhigh Covert routes were mentioned in particular.

### **Comments on community and economic impacts**

Many of the negative comments were that there is no need for an HS2 station at Manchester Airport. It was argued that the existing station already serves as a hub or major interchange and is already well served by the current rail links. For others, the airport station could not be justified given the plans for a terminus at Piccadilly. These points were most often made with regards to the cost of the station, with respondents arguing that the proposals are not worth the money. Others argued that it would be cheaper to strengthen existing rail services to the Piccadilly station which should serve as the only high speed station for Manchester.

There were several comments that the proposals lacked ambition because the Manchester Airport station plans are said to provide for a limited airport stop rather than a full transport interchange as proposed at Manchester Piccadilly.

Concerns were expressed about negative impacts on businesses. Several respondents argued that employment impacts had been overstated or that job creation would be limited. A handful said that the area has already benefitted from substantial investment with the enterprise zone. It was argued that additional costs should be borne by Manchester Airport Group or the local authority and that the site is being built to satisfy investment from Manchester City Council and Chinese investors.

A handful argued that there would be negative economic impacts on neighbouring areas, including Stockport, Liverpool, Staffordshire and Manchester itself. There were also more general comments that communities would be negatively impacted. Several respondents contended that the site's proximity to their property would have an adverse impact on the value of theirs and nearby properties.

It was argued that the station would have a detrimental impact on the area's biodiversity. As with the line of route mentioned at Chapter 4, a handful of respondents had concerns about the impact of the station on the Davenport Green woodlands, contending that the station proposals would destroy this habitat and other local flora and fauna, as well as on other green spaces and farmland. A handful of respondents expressed concerns about the impact of the station development on the neighbouring countryside; Ryecroft Farm was highlighted as an area which would particularly be affected. Drainage at Timperley Brook was a concern for a handful, with respondents stating that additional water should not be diverted into the brook.

Several comments were made around the potential negative impacts in respect of air quality, noise and vibrations. These were made about the new station directly, as well as the knock-on effects of increasing air passenger numbers.

## **5.2.2 Alternatives and suggestions**

There were a variety of suggestions for alternative locations for the Manchester Airport station. A few said that the existing Manchester Airport Station should serve as the starting point for the new HS2 station, either by building underneath it or by overhauling the existing facility. This would, it was argued, reduce the impacts on the M56 by avoiding the need for the proposed viaduct.

Several respondents suggested that the station is on the wrong side of the M56. The southern or eastern sides were offered as alternatives which would allow for smoother transfers to the airport. One respondent proposed that the station should be built in the area underneath the roundabout on the A538 and Runger Lane.

The area underneath or very close to the proposed tram station was suggested as a potential site. A station within the airport terminals themselves, or close to and connected by a covered walkway or shuttle system, was proposed.

A few respondents suggested that the station should be sited to the east of the existing car parks and road system where more land is available. Using Manchester Airport's green field land to allow HS2 trains to change direction and avoid Hale Barns was proposed.

Several suggestions were made for the station to be relocated further from the airport. These were: at Junction 20 of the M6; on the A50; closer to the tram extension; before

the spur to the WCML giving airport access to trains from the north; and on the delta junction towards Wigan.

It was argued that designs needed to be fully incorporated into onward public transport travel options including bus, tram and train. Integration with the ongoing tram developments in the area was highlighted by respondents who wanted the station to be built at the new tram station. It was suggested that passive provision be included in any new lines so that new guided tram routes could be built.

A handful of suggestions for the platform configuration were made by respondents who said that shared services should be considered between the Manchester Airport stations. Two potential solutions were made by a member of the public, including for an extra platform to the west side of the proposed station for HS2 classic compatible trains via a loop across HS2 and the M56. The respondent also mentioned that a dedicated Light Rail Vehicle link to Manchester Airport, as per London Stansted, Kuala Lumpur International and Singapore Changi airports, should be considered.

A handful of comments were made around integrating the development with upgrades to the existing rail infrastructure locally so as to maximise regional and national connectivity.

A couple of respondents had suggestions about local roads. One was that the access road should be sited between the stations and the M56, above the existing airport car park. Another was for Thorley Lane road bridge to be used as the main crossing over the M56 between the airport and the station. It was suggested that a new road link should be created between Junction 6 of the M56 and Thorley Lane running to the north west of the motorway. Others said that the adjacent motorway junction should be improved simultaneously.

On car parking, a handful said they wanted the proposals to incorporate sufficient car parking at the new station site. One suggestion was for the car park to be located on the other side of the M56. Several suggested that revenues could be brought forward by completing utilities and car park development sooner. Some were critical of the proposed station's capacity to serve as a park and ride option, while others proposed feeder car parks which would serve the airport site itself.

## 5.2.3 Station near Manchester Airport: campaigns and petitions

11 of the campaigns submitted by respondents commented on the proposed Manchester Airport High Speed Station. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 5.4 Campaigns submitted regarding the proposed station near Manchester Airport**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Lymm Communities: Object	106
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5

**Campaign submitted by various businesses – Part 1** (16 responses) And **Part 2** (5 responses) said if HS2 went ahead, then the proposed station at Manchester Airport would be sensible, but only if the line followed their suggested alternative route between Crewe and Manchester.

**StopHS2.org Part 1** (152 responses) and **Part 2** (170 responses) disagreed with the proposed station, with **Part 2** contending that it would lead to unneeded development on green belt land around the airport. **Online Campaign 2** (7 responses) stated strong disagreement with the station. The **Disagree: HS2 and Beyond** (426 responses) campaign said it disagreed with the station as it disagreed with HS2 altogether.

**The Village of Culcheth: Oppose HS2/ CADRAG** (347 responses), **Lymm Communities: Object** (106 responses), **Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) all disagreed with the Manchester Airport High Speed Station as it was deemed to be too far away to be of value to respondents. **Lymm Communities: Object** (106 responses), **Warrington**

**Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) went on to suggest that the station at the airport should be closer to provide benefits in journey times.

The **Mid-Cheshire Against HS2 Campaign Response** (19 responses) contended that the station is unnecessary as the airport already has good rail links to Manchester which it said were likely to get even better through current and planned building projects. The campaign questioned the purpose of the station, saying air passengers for Birmingham and London would fly directly to these cities, rather than flying to Manchester then travelling onwards by rail. **Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) also questioned the case for the station, arguing that after electrification of the Liverpool to Manchester line and the Northern Hub improvements, benefits of HS2 over existing rail would be minimal.

### 5.3 Views on additional stations on the Western leg

The table below shows the number of respondents who expressed specific support, opposition or neutral views about additional stations on the western leg. The remainder of respondents commenting did not express an opinion about additional stations overall.

<b>Non-campaigns</b>	<b>1,496</b>
Support strongly	7
Support	189
Support with caveats	38
Neither support nor oppose	134
Oppose	1,115
Oppose strongly	13
<b>Campaigns <sup>17</sup></b>	<b>2,134</b>
Support	1,170
Oppose	964

#### 5.3.1 Additional stations on the western leg: comments on additional stations

##### Reasons to support

Most comments in support of additional stations were around broadening access to high speed rail, or to reduce onward travelling time from stations to communities not served by the route. Several argued that the line should support more communities and more regional economies, ensuring greater connectivity between cities, towns and smaller communities. It was contended that that the line largely benefits communities around the stations, but negatively impacts on those along the route. This argument was most often made with regard to the people in Staffordshire and Cheshire.

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<sup>17</sup> For more information about these campaigns, please see Section 5.3.3 and also Chapter 3 of this report.

## Reasons to oppose

Most of the respondents who opposed additional stations along the route did so because of the argument that more stations would undermine the rationale of a high speed service. Others said that adding more stations would simply duplicate the existing network which serves the western leg route well. Several argued that additional stations would cause delays, including requiring a new business case and would lead to escalating costs during construction.

Respondents, including Staffordshire Wildlife Trust, raised concerns that additional stations would bring more of the negative impacts associated with infrastructure projects. A handful commented that good feeder links and improved connectivity between classic compatible and high speed services would negate the need for additional stations, while some argued that improving the WCML would do the same. Others, including the Leeds, York & North Yorkshire Chamber of Commerce, argued that the existing proposals are accessible to the majority of people.

### 5.3.2 Additional stations on the western leg: suggested locations

Many respondents said there should be additional stations along the route. The locations which received the most mentions were in Staffordshire and Cheshire, in particular at Crewe, Stafford and Stoke-on-Trent.

#### Stoke-on-Trent

As discussed in the Chapter 4 commentary about re-routing the line through Stoke-on-Trent, there were calls from some respondents for a new station at the existing WCML station in this location. Stoke-on-Trent City Council put forward detailed alternative proposals for a new full specification high speed station in Stoke-on-Trent city centre. It was argued that the station could provide a 'once in a generation' boost to Stoke-on-Trent and the greater Staffordshire area. Stoke-on-Trent City Council proposed that the new station should be built as part of Phase One.

*Stoke's scale, its location at the heart of a substantial sub regional economy, its specific economic opportunities and its real need, suggest it could derive potential long term economic benefit.*

Professor Michael Parkinson, CBE  
Director of the European Institute for Urban Affairs  
Liverpool John Moores University



Some of these respondents argued that a Stoke-on-Trent station would help address some of the concerns about the detrimental impact of the existing proposals on people and communities in Staffordshire. Others argued that a station in Stoke-on-Trent could assist the rebuilding of an economy which was seen as having suffered the loss of industry. For others, relieving perceived regional capacity constraints, in particular at Crewe, was the reason for supporting a station at Stoke-on-Trent.

In addition to the argument that Stoke-on-Trent's station should be upgraded to an HS2 station, respondents suggested a separate station in Stoke-on-Trent. Some said that a parkway station around Junction 15 or 16 of the M6, or near the A53 south-west of Stoke-on-Trent could be a possible site, while for others this was too far from the city. Others suggested a spur out of Stoke-on-Trent, either north to a potential Crewe station, or south to the HS2 line as proposed. A handful mentioned Newcastle-under-Lyme or Keele as potential sites near Stoke-on-Trent.

A common theme across the different alternatives proposed was that a new station at Stoke-on-Trent should be fully integrated with existing transport infrastructure.

## **Crewe**

The argument that a station serving Cheshire should be at Crewe was made by some respondents. Cheshire West and Chester Council, Cheshire East Council and the Cheshire and Warrington Local Transport Body supported this proposal, highlighting findings from Network Rail's study into the enhancement or relocation of Crewe Station.

Cheshire East Council proposed a full hub station, rather than the proposed junction offering classic compatibility. It argued that a new track layout should be delivered in Crewe by 2020 at strategic sites in Basford East and West. Cheshire East Council contended that a Crewe station would deliver up to £3bn in additional Gross Value Added, as well as up to 60,000 new jobs across the local and wider economic area.

Other suggestions around the location of a Crewe station were underneath the existing station, or to the immediate east of the existing station site.

More broadly, it was argued that only a station rather than a junction would provide adequate connectivity to the region, including to Liverpool, Chester, Shrewsbury, Warrington, Stafford, Stoke-on-Trent, Stockport, North Wales and beyond. As

mentioned in Chapter 4, several comments referred to the benefits of a hub station in conjunction with an upgraded WCML.

Supporters of a Crewe station argued that it would eliminate the need for the delta junction further north, avoiding the curve at Knutsford, while others said it might remove the need for the viaduct south of the city. As discussed in Chapter 4, a handful suggested that a Crewe station would enable a more direct route into Manchester. For others, a full station at Crewe would help redress what were perceived to be negative impacts for communities in and around Crewe.

A couple of respondents were concerned about the impact of Cheshire East Council's plans on services at the existing station, as well as the economic impact on the Potteries should a Crewe HS2 station be agreed. Some of these called for further analysis of likely impacts.

### **Stafford**

A few respondents suggested that Stafford would be an appropriate site for an additional station, while others argued that in lieu of a station at Stafford, the whole of the WCML should be upgraded up to Stafford to allow for classic compatibility.

### **Liverpool**

As covered in Chapter 4, some respondents suggested a high speed spur to Liverpool as an alternative. Some of those respondents argued that the western leg proposals hinder Liverpool's economic standing, both generally and in relation to Manchester. A handful said that Liverpool Lime Street may need adapting before classic compatible trains can call there. It was also mentioned that Lime Street could be upgraded to a full HS2 station. Liverpool Exchange and Liverpool Waters were suggested as possible locations, as were Birkenhead Woodside and Edge Hill.

### **Warrington**

A few respondents argued the case for a station at Warrington, with Warrington Bank Quay suggested by most of these respondents. Burtonwood Aerodrome was also proposed, while others suggested where the line crosses existing road and rail transport routes. The reasoning for the Warrington station was that it would mitigate impacts on the town, and remove the need for the link at Golborne. Others suggested

that Warrington Bank Quay should be extended to accommodate classic compatible services.

### Other sites

Of the remaining other sites suggested, each was mentioned by a handful of respondents. These were Basford, Culcheth, Hopton, Glazebrook, Leigh, Lichfield, Macclesfield, Madeley, Middlewich, Saddleworth, Salford, Shrewsbury, Stockport, Stone, Wigan and Wilmslow. Andy Burnham, MP for Leigh, expressed his support for the Leigh Interchange proposal put forward by Transport for Greater Manchester and Transport for Leigh, arguing that this would bring the connectivity and economic benefits of HS2 to the North West.

Others suggested that every large town or city along the route should have a station.

### 5.3.3 Additional stations on the western leg: campaigns and petitions

Eight of the campaigns submitted by respondents commented on additional stations on the western leg. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

<b>Table 5.6 Campaigns submitted regarding additional stations on the western leg</b>	
<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5

Three campaigns requested additional stations on the western leg. **Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses)

proposed that if HS2 went ahead, then Crewe, Stoke-on-Trent, Liverpool and Warrington Bank Quay should be part of the high speed network. **Online Campaign 2** (7 responses) said that a station at Stoke-on-Trent is essential for regional development and to reduce both the cost and time scale for delivering the line to the north.

Five campaigns opposed additional stations. **Campaign submitted by various businesses – Part 1** (16 responses), **Part 2** (5 responses) and **Mid-Cheshire Against HS2 Campaign Response** (19 responses) said that if their proposed route was accepted, then no additional stations were necessary.

**StopHS2.org Part 1** (152 responses) disagreed with any additional stations as it disagreed with HS2 altogether. It expressed concern over the possibility of communities having to fund any proposed or additional stations which might be constructed in their area.

**StopHS2.org Part 2** (170 responses) contended that in promoting the idea of additional stations, HS2 Ltd has divided local authorities as they compete for stations to be built in their areas.

# 6

## THE ROUTE AND SUPPORTING INFRASTRUCTURE (EASTERN LEG)

# CHAPTER 6 – THE ROUTE AND SUPPORTING INFRASTRUCTURE (EASTERN LEG)

This chapter provides a summary of responses to the consultation which address the issues relating to Question 4 in the consultation document.

## Question 4 wording

*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.*

The chapter first of all looks at levels of agreement and disagreement with the eastern leg, before going on to summarise responses relating to each section of the route and then the eastern route overall. Finally it sets out campaign responses received in relation to the eastern leg.

Section 6.1: Overall reaction to the route and supporting infrastructure

Section 6.2: Water Orton to Toton. This section is further broken down as follows:

- Water Orton to Polesworth
- Austrey to Ashby-de-la-Zouch
- Approach to Toton

Section 6.3: Toton to Sheffield. This section is further broken down as follows:

- Toton to Hucknall
- Chesterfield Canal and the surrounding areas
- Approach to Sheffield Meadowhall

Section 6.4: Sheffield Meadowhall to the ECML and York. This section is further broken down as follows:

- Hoyland to Barnsley
- Royston to Garforth
- Church Fenton to York and ECML

Section 6.5: Approach to Leeds city centre

Section 6.6: The eastern leg overall

Section 6.7: Campaign responses

Sections 6.2- 6.6 firstly consider comments regarding the line of route and supporting infrastructure, discussing any positive or negative comments about impacts relating to that section of route. The chapter then covers alternative suggestions and measures to reduce impacts on local areas and communities.

### **Summary of consultation responses**

There were 3,401 respondents who commented on the proposed route between the West Midlands and Leeds. In addition, there were also 14 organised campaigns and two petitions received which made reference to the eastern leg.

There were 500 respondents who said they agreed with the proposals, and 1,425 respondents said that they disagreed.

Positive comments about the eastern leg highlighted the economic benefits to areas along the route, as well as the connectivity advantages the route was seen to bring, particularly to Leeds and Sheffield, but also nearby towns and cities.

Negative comments often focused on where the line passed through towns and villages along the proposed route. Many of these were in areas where the line would be on a viaduct, such as in Church Fenton and Long Eaton. There were also concerns about the impact of the route on canals, such as the Chesterfield Canal and the Dearne and Dove Canal, and motorways, such as the M42 and M1. Respondents also commented on the impact of large infrastructure proposals connected to the proposed route, such as the Staveley Infrastructure Maintenance Depot (IMD).

Concerns were expressed about the impact of the route on local communities and the countryside, with noise, visual impacts, air pollution, disruption due to construction, as well as impacts on property, businesses and jobs all raised. Negative comments focused on the impact on the restoration of the Chesterfield Canal (473 negative comments), the impact of the line of route on the village of Church Fenton (223 negative comments) and on the route as it approaches Sheffield (126 negative comments).

There were also criticisms that proposals do not include a high speed route to Derby, Nottingham, East Midlands Airport, Leicester, Long Eaton, Tamworth, Wakefield and Barnsley, among others.

A wide range of alternatives to the proposed route were put forward. In the **Water Orton to Toton section**, these included running the route closer to the M42; altering the route through Pooley Country Park; reconsidering the alternative HSL07 option<sup>18</sup>; the use of tunnelling, cuttings and embankments instead of viaducts; and reconsidering some of the river crossings throughout this section. There were also suggestions to realign the route to avoid local communities in locations including Tamworth, Measham, Ashby-de-la-Zouch, Packington and Long Eaton.

In the **Toton to Sheffield section**, suggestions included routing the line alongside existing infrastructure such as the M1 to minimise impacts on locations such as Strelley Village, Nuthall, Hucknall and Chesterfield Canal. Many of the other suggestions focused on ways to mitigate the impact of the route on the restoration of the Chesterfield Canal, including minimising the number of crossings of the canal required, ensuring that the heights of crossings allowed continued access to the canal and moving the Staveley IMD. It was suggested that the depot be moved nearby, or to a different location entirely such as the Tinsley Marshalling Yard in Sheffield, derelict industrial grounds near Meadowhall, Toton or Markham Vale. Respondents also offered alternative suggestions to the use of viaducts in this section of the route, including on the approach to Sheffield, to minimise the impacts of the line of route on the city.

In the section covering **Sheffield Meadowhall to the connection to the ECML**, suggestions focused on the use of existing transport corridors, tunnels, embankments and viaducts to minimise impacts on bodies of water, including the Dearne and Dove Canal and Cold Hiendley and Winterset Reservoirs. Other comments focused on the location of the maintenance depot at New Crofton, with alternative locations including Royston and Wakefield suggested to minimise the impact on Crofton. There were also calls for the alternative route suggested by Alec Shelbrooke, MP for Elmet and Rothwell, to be considered, to minimise impacts to Swillington and Garforth. Church Fenton was mentioned most frequently in this section, with suggestions that the impact on the village could be mitigated by

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<sup>18</sup> The HSL07 option was a potential section of route between Birchmoor and Tonge (South of Measham), originally put forward as an option in March 2012. This differs from the current proposed route, which would run to the North of Measham. Please see the '*Engineering Options Report West Midlands to Leeds*', March 2012 for full details.



following alternative routes that would not require a grade separated junction. Others suggested alternative connections to the ECML, away from Church Fenton and York, which it was said would mitigate impacts on Ulleskelf.

There were also suggestions about potential extensions of the route to locations such as Newcastle, Hull and Bradford, as well as ensuring that provisions were made for future extensions and the potential for an extension of high speed rail to Scotland.

Turning to alternative suggestions in relation to the eastern leg overall, there were suggestions that the route should be rethought to minimise impacts on the Trans Pennine Trail as well as canals and the restoration of canals and that existing transport corridors, including motorways, should be followed.

Turning to campaign responses, two campaigns supported the proposed route with the caveat that the connections to the ECML and Scotland were adequately maintained. Other campaigns were opposed to this route. It was contended that any development would have a negative environmental impact, that there would be little economic benefit in Leicestershire, and that local communities would be blighted by noise pollution in the operational phase. One campaign referenced alternatives as proposed by the Tonge and Breedon Action Group. It was argued these would mitigate impacts on local communities, and would be less costly than current proposals.

Some campaigns and petitions in opposition to the proposals made reference to impacts in specific areas, including between Ashby-de-la-Zouch and Toton (45 responses); on the Chesterfield Canal (201 responses); and the Aire Valley (822 responses). Other negative comments included concerns over impacts on property prices, on cultural heritage, and on green belt land.

## 6.1 Overall reaction to the route and supporting infrastructure

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about the eastern leg. The remainder of respondents commenting did not express an opinion about the eastern leg overall.

<b>Non- campaigns</b>	<b>2,080</b>
Agree strongly	31
Agree	330
Agree with caveats	139
Neither agree nor disagree	155
Disagree	1,234
Disagree strongly	191
<b>Campaigns <sup>19</sup></b>	<b>2,377</b>
Agree	41
Agree with caveats	21
Disagree	2,308
Disagree strongly	7

For an explanation of how these categorisations were derived, and how codes were applied more generally, please see Chapter 3.

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<sup>19</sup> For more information about these campaigns, please see Section 6.7 and also Chapter 3 of this report.

## 6.2 Water Orton to Toton

The table below lists the number of respondents mentioning each location for this section of the route.<sup>20</sup>

**Table 6.2 Respondents mentioning each location – Water Orton to Toton**

Location	Total number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Derby	226	11	51	3	190
E. Midlands Airport	133	9	50	6	102
Tamworth	92	2	62	4	42
Birmingham	82	4	51	2	30
A42/M42	79	4	60	6	30
Long Eaton	73	7	56	1	35
Polesworth / Pooley Country Park	72	0	63	1	41
Leicester	62	1	34	0	31
Measham	51	0	49	0	21
Ashby-de-la-Zouch	47	3	32	3	21
Kingsbury	42	0	38	0	11
Birchmoor	40	0	38	0	7
Packington	27	0	25	0	10
Austrey	22	0	17	3	13
Whateley	12	0	12	1	4
Coventry	11	0	7	0	5
Loughborough	9	0	0	2	7
Appleby Magna	8	0	6	0	3
Ratcliffe on Soar	8	0	5	1	3
Bodymoore Heath	7	0	7	0	0
Breedon on the Hill	4	0	2	0	2
Sherburn	4	0	1	1	3
Stainsby	4	0	2	0	2
Worthington	4	0	2	0	2
Marston	3	0	2	0	1
Nuneaton	3	0	2	0	1
Coleorton	2	0	1	0	1
Diseworth	2	0	1	0	1
Langley Priory	2	0	2	0	1
Appleby Parva	1	0	0	0	1
Ashbourne	1	0	0	0	1
Kegworth	1	0	0	0	1

<sup>20</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

**Table 6.2 Respondents mentioning each location – Water Orton to Toton**

<b>Location</b>	<b>Total number of respondents</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions / mitigations</b>
Low's Lane	1	0	1	0	0
Sutton Coldfield	1	0	1	0	0
Swadlincote	1	0	0	0	1

## **6.2.1 Line of route and supporting infrastructure**

### **Reasons to agree**

A handful of respondents made positive comments about the line of route following the existing paths of the M42/A42 to minimise wider impacts. There were also several positive comments about the proposals for the line of route to run underneath East Midlands Airport in a tunnel.

There were comments about the potential positive impacts for businesses in and around Derby.

There were also positive comments about the potential positive impacts for Long Eaton, with suggestions that HS2 would create 1,500 jobs here, and that there could be an opportunity both for regeneration and to reconfigure the railway through the area.

### **Reasons to disagree**

Concerns about this section of the route generally focused on the impacts on residential areas. There were also comments from respondents concerned that the proposed route would not serve major cities in the surrounding area.

### **Water Orton to Polesworth**

A few comments focused on the impact of the line of route on Kingsbury Water Park just south of Tamworth, with concerns about the impact of the proposed viaduct on the general environment in the area and specifically on wildlife and flora, as well as negative noise and visual impacts.

Several respondents were concerned about the impact on the community in Kingsbury, due to the proximity of the proposed route to residential properties in the village. It was contended by a handful of respondents that during construction there would be supply trains going past properties in Kingsbury to the railhead at Marston 24 hours a day.

Further north, there were a handful of comments about the impact of the line of route along the M42/A42 in and around the North Warwickshire District area. A few respondents raised concerns about the impact on the outskirts of Tamworth, commenting upon the loss of green space, mineral deposits and the impact on local businesses in the Relay Park. Several also raised concerns about the impact on properties, and specifically regarding access to properties located on Overwoods Road, a road which would be cut by the line of route.

Several respondents contended that this would make access to Kingsbury and Dosthill difficult. It was felt that the route would block access from Tamworth to the M42, causing increased traffic, noise impacts and pollution. A handful of respondents mentioned that some of the last remaining countryside around Tamworth would be lost and that there would be damage to the Tame Valley and River Tame in the Tame Valley area.

Where the M42 would be rerouted near Birchmoor, several respondents were concerned that the motorway would be moved too close to the village and that this has already been causing blight to the local community in Birchmoor. Potential future negative impacts to local wildlife, including barn owls and in the Cloud Wood SSSI, were also highlighted by several respondents. A handful of respondents raised potential health and safety concerns from moving the road closer to the village, with comments about increased pollution in the area.

More generally, throughout this section of the line there concerns raised by some respondents about the traffic impacts to the M42, A5 and A42 from construction of the line. There were several specific comments about the impacts to M42 Junctions 6, 9, 10 and 11, with suggestions that construction would have a negative impact on the local economy, requiring the closure or relocation of local businesses such as the M42 Junction 10 motorway service station. Several respondents suggested that as many as 2,000 local jobs could be lost. A handful of respondents opposed the plans to realign the A42, because, it was said, this would cause large scale disruption.

*The North Warwickshire economy could suffer because of the HS2 construction at Junctions 6, 9, 10 and 11*

Member of the public

Respondents raised concerns about the impact of the route on Polesworth, with a handful of comments focusing on the visual impacts of the proposed viaduct here as well as the impacts on the local community, through the loss of local countryside, the

impact on local businesses and the closure of roads such as the B500, coupled with increased traffic during construction.

A few respondents highlighted the potential closure of Pooley Country Park and the Pooley Heritage Centre. It was contended that this would have a negative impact on the local community. Respondents said that the park is a centre for education and relaxation and is popular with families and tourists. There were comments that the SSSIs and the biodiversity of the Park could not be replaced.

Respondents suggested that there may be an increased risk of flooding where the route crosses the River Anker and that the proposed route passes through a mining area.

Respondents also made a handful of comments about the impact on Warwickshire more generally. It was said that the route would negatively impact up to twelve wildlife sites in Warwickshire, as well as SSSIs, museums and listed buildings. Specific mentions were made of the impacts on Bramcote Covert, Dunton Coppice and on the waste tip located at Dosthill.

### **Austrey to Ashby-de-la-Zouch**

Where the line of route passes within 400 metres of Austrey, there were concerns from several respondents about the negative noise and visual impacts on the village caused by the viaduct and on specific locations such as playing fields, meadows and Bramcote Hall. A handful of respondents said that the route would pass through the recently redeveloped Austrey playing fields, depriving the local community of this facility. It was suggested that these impacts would have a negative effect on the community in the village, with little impact mitigation or benefit for residents.

There were also a handful of comments about the impact of the route where it passes through Measham and nearby Appleby Magna and Appleby Parva. Comments focused particularly on the impact on existing and future housing developments, as well as on businesses in the area. It was suggested that 200 homes would be lost at the development site at Measham (which is being brought forward by The Measham Land Company), with the remaining homes in the development blighted, as well as many others in Measham.

A handful of respondents raised concerns about the negative impact on regeneration plans and possible job losses as a result of the proposed line, with suggestions that if

the proposed HSL06 route<sup>21</sup> was chosen, the cost could be more than £266 million in direct costs and loss of income to the local Measham economy.

There were also comments that provision had not been made for the impacts of the line of route on the Ashby Canal, with a handful of respondents stating that the restoration of the canal has been cancelled in light of the HS2 proposal. There were concerns about the impact of the viaduct on the River Mease.

There were comments about the impact of the viaduct just to the north of Measham, with a handful of respondents suggesting that there could be blight caused to the village of Packington. It was contended that blight would be caused by noise impacts and light pollution from the construction and operation of the viaduct north of Measham, as well as potential impacts to local wildlife habitats, conservation areas and SSSIs. Several respondents were concerned about the impact on the community in Measham from transport disruption during construction.

Respondents raised concerns about the impact of the route where it passes nearby to Ashby-de-la-Zouch, with a handful of comments on the impacts on residential and business properties there. Several respondents focused specifically on proposed developments at the Lounge Disposal Point, with the suggestion that the proposed route may prevent further development there.

A handful of respondents contended that the town already suffers noise impacts from the M42, A42 and the East Midlands Airport, and that these would be exacerbated by the HS2 route. Several respondents argued that local residents would not receive any of the benefits of the scheme.

Several respondents raised concerns about the impacts on the wider area here, with respondents contending there would be negative effects on ancient woodlands, wildlife including great crested newts and listed buildings in locations such as Breedon Cloud Wood, Rough Park, Smooth Coppice Wood in North West Leicestershire. A handful specifically mentioned Staunton Harold Church and Meer Bridge being impacted.

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<sup>21</sup> The HSL06 is the proposed section of route between Birchmoor and Tonge (North of Measham).

## **Approach to Toton**

A few respondents disagreed with the proposed route into Toton, arguing that the line of route in this section would not serve the larger cities in this area well. It was contended that the route would not serve Derby in its current form and would have inadequate connections to the city. A handful of respondents also said that the proposed route would not benefit the city of Leicester.

On the approach to Toton, a handful of respondents expressed concerns about the plans for the route to pass underneath East Midlands Airport in a tunnel. These focused around the cost of this proposal, with a handful saying that tunnelling was too expensive or that the likelihood of technical difficulties with this plan could drive up costs further. A handful of respondents contended that this cost was unjustified, given the lack of a connecting station in this location.

There were also concerns about the construction of a tunnel and the potential noise and air pollution impacts.

A few respondents raised concerns about the impact of the line of route on Long Eaton, just before where the line would reach the suburb of Toton. Most of the comments about Long Eaton focused on the impact of the construction and operation of the route on access to roads, congestion and traffic on the town, with a handful of respondents suggesting that the line of route would cut the town in half.

Several respondents commented that roads would be negatively affected. These included Midland Street, Conway Street, Nottingham Road, Station Road, Meadow Lane, Bonsall Street, New Tythe Street, Pasture Lane, Chesterfield Avenue, Springfield Avenue and Recreation Street. A handful of respondents specifically mentioned that closing the level crossing at Meadow Lane would restrict deliveries to businesses in the area. More generally, respondents had concerns that there would be negative impacts on businesses in Long Eaton and that new businesses would be deterred from the area during the construction phase.

Respondents also raised concerns about the impact on residential properties in the town; it was suggested that up to 70 properties might be lost along Bonsall Street, New Tythe Street and Meadow Lane. There were also concerns about the loss of houses of historic interest and the wider impacts on other properties close to the route from increased traffic, noise and vibration.



## 6.2.2 Alternatives and suggestions

### Water Orton to Polesworth

Respondents made comments about the M42 and A42 throughout this section of the route, with suggestions about how to mitigate the impacts. These suggestions were to ensure the line runs as close as possible to the M42 and A42 to minimise land loss; run parallel to the M42 rather than over it; and keep open the Salt Street crossing of the M42 between No Man's Heath and Austrey. Other suggestions were running the route north of the M42 between Polesworth and Austrey so that the route would be straighter and closer to the M42.

Respondents also suggested that mitigation would be required to minimise the impacts on businesses near to the M42, both due to congestion during construction and because of the closure of businesses at junctions along the motorway.

A handful of respondents proposed that impacts to Kingsbury Water Park could be mitigated by making the route run at the same level as the M42 through this section of the route. Alternatively, several respondents suggested that the impacts on the park could be minimised by routing the line through a tunnel underneath the park. Other respondents made more general requests for mitigation of the biodiversity and financial impacts of the route on the park. North Warwickshire Borough Council said that the impact of the proposed route on the habitats and water areas in Kingsbury Water Park needed to be addressed.

In the Tamworth area, a handful of respondents said that impacts could be mitigated by ensuring the route remains on the eastern side of the M42 or by routing HS2 through farmland to either the north or the south of Tamworth. Several respondents argued that the impacts of construction traffic on public rights of way and highways around Tamworth should be minimised.

A few respondents suggested that a HS2 station should be located in Tamworth, to ensure that local people would benefit from the scheme. This is explored further in Chapter 7.

Respondents put forward several possible suggestions for mitigating the impacts on Pooley Country Park, including the use of tunnelling, viaducts and cuttings. Respondents also suggested alternatives to mitigate impacts on Pooley Field Heritage Centre, with the suggestion that the line should be moved to the north of the M42.

It was argued by several respondents that Polesworth needs a bridge to ensure transport access to the south of the village. There were also comments about noise impacts where the line crosses the B5000 near Polesworth. It was said that because noise would deflect off the upper parts of the trains, noise mitigation structures must be as high as the trains to avoid this.

### **Austrey to Ashby-de-la-Zouch**

A handful of respondents suggested that the noise and visual impacts of the viaduct between Austrey and Walton could be minimised by lowering it. Cuttings or tunnels were also proposed as a way of minimising impacts on Austrey.

*Where bridges are needed, these must not be higher than those for the nearby M42, e.g. across Linden Lane (Shuttington Rd) The stretch from Warton to Austrey will be particularly visually intrusive and noisy because it is proposed to be on an 8m high viaduct/embankment in open countryside.*

Member of the public

Respondents said that the route should bypass Measham altogether to minimise the community, business and economic impacts. A handful of respondents indicated a preference for the HSL07<sup>22</sup> alternative, rather than the proposed route HSL06,<sup>23</sup> on the basis that the alternative was seen to minimise environmental impacts. It was also suggested that the line should follow the alternative HSL08<sup>24</sup> route to avoid impacts on roads and residential areas.

Measham Parish Council suggested that works on roads within the vicinity of Measham should be staged so as to keep inconvenience to a minimum.

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<sup>22</sup> The HSL07 option was a potential section of route between Birchmoor and Tonge (South of Measham), originally put forward as an option in March 2012. This differs from the current proposed route, which would run to the North of Measham. Please see the 'Engineering Options Report West Midlands to Leeds', March 2012 for full details.

<sup>23</sup> The HSL06 is the proposed section of route between Birchmoor and Tonge (North of Measham).

<sup>24</sup> The HSL08 option was a potential section of route between Birchmoor and Tonge (via Twycross), originally put forward as an option in March 2012. This differs from the current proposed route which would avoid Twycross, following the M42. Please see the 'Engineering Options Report West Midlands to Leeds', March 2012 for full details.

There were also several comments that the embankment where the route crosses the Ashby Canal near Measham should allow for navigable headroom, to allow access, as well as the completion of the canal restoration.

Several respondents said that the route in the area of Packington should be in a tunnel to minimise impacts on the town, while others suggested a sound barrier or area of forestation to mitigate noise impacts. It was also suggested that moving the route nearer to the A42 here could minimise impacts on Packington. There were several respondents who requested that HS2 provide more information about visual and noise mitigations for this part of the route.

To mitigate impacts on Ashby-de-la-Zouch, respondents suggested moving the route to avoid business sites, or putting it in a tunnel or on an embankment to reduce impacts on the town. Other suggestions were building a permanent access road to prevent disruption during construction and replacing lost forests.

### **Approach to Toton**

Many of the respondents who made comments about this section of the route focused on possible alternative destinations for HS2. There were suggestions from a few respondents that the route should instead be directed west to Derby, while others suggested a route east to Leicester. Meanwhile, others suggested that there should be stations located at East Midlands Airport and / or East Midlands Parkway. These arguments are discussed more fully in Chapter 7.

Other comments focused on cheaper alternatives to tunnelling underneath East Midlands Airport, including the line following the River Trent towards Toton or crossing the River Soar south of Kegworth and avoiding impacts on the Strategic Rail Freight Interchange adjacent to the Airport.

A few respondents made suggestions for how the impacts on Long Eaton could be mitigated. One alternative route involved the use of the curved route round the town, crossing over the River Trent and A6005, before linking up with the proposed route at Toton. Other suggested mitigations were for the use of cuttings, tunnels or embankments or the introduction of a maximum speed of 80mph for this part of the route.

Derbyshire County Council proposed introducing parking restrictions in Long Eaton, considering public transport improvements and limiting access to Toton station in order to mitigate perceived impacts of increased traffic and congestion in the town.

Respondents also suggested avoiding overloading junctions by limiting access to public transport, taxis and cyclists. Other suggestions were retaining the railway crossing at Station Road and Main Street, introducing safe access routes and footpaths from one side of town to other, and building new roads.

Other suggested mitigations were safety and acoustic barriers to shield residential areas and ensuring that the embankments and structures were designed to be in keeping with the town's character.

### 6.3 Toton to Sheffield

The table below lists the number of respondents mentioning each location for this section of the route.<sup>25</sup>

**Table 6.3 Respondents mentioning each location – Toton to Sheffield**

Location	Total number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Chesterfield Canal	506	3	473	9	277
Sheffield	213	17	126	11	114
Nottingham	174	10	73	3	112
East Midlands Parkway	95	1	9	7	88
Staveley - Proposed Infrastructure Maintenance Depot	93	19	61	1	34
Chesterfield	78	1	38	1	45
Strelley Village	74	0	64	0	50
Rother Valley	56	0	50	1	22
Toton	46	15	22	3	16
A52 / M1	44	3	28	0	14
Erewash Valley	40	1	11	2	30
Killamarsh	35	0	25	1	15
Hardwick Hall	30	1	23	0	12

<sup>25</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

**Table 6.3 Respondents mentioning each location – Toton to Sheffield**

<b>Location</b>	<b>Total number of respondents</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions / mitigations</b>
Trowell	29	0	26	3	12
Hockley	27	0	17	0	20
Nuthall	26	0	19	0	14
Broxtowe	25	6	3	17	16
Markham Vale	25	0	18	1	13
Renishaw	22	0	20	0	8
Erewash Canal	20	0	14	1	8
Rotherham	19	1	7	1	15
Bolsover	17	1	15	0	7
Walton	16	0	14	0	5
Hucknall	15	0	10	0	12
Beighton / Sothall	14	0	13	2	1
River Mease SAC	14	0	9	3	6
Catcliffe	11	0	8	0	7
A38	10	0	0	0	10
Stapleford	10	3	8	1	2
Barkston Ash	9	0	7	2	3
Heath	9	0	6	0	6
Mansfield	8	1	0	0	8
Pinxton	7	0	4	0	4
Tibshelf	7	0	6	0	3
Alfreton	6	0	3	0	4
Woodthorpe	6	0	5	0	3
Beeston	5	1	3	0	1
Ilkeston	5	0	0	0	5
M1 J25/J26	5	0	1	0	4
A453	3	0	1	0	2
Blackburn Brook	3	0	0	0	3
Burton-Upon-Trent	3	0	0	0	3
Eckington	3	0	1	1	1
Kirkby in Ashfield	3	0	1	0	3
Wincobank	3	0	2	0	2
Atherstone	2	0	2	0	0
Ault Hucknall	2	0	0	0	2
Buxton	2	0	0	0	2
Methley	2	0	2	0	0
Newark	2	0	0	0	2
Stanton Gate	2	0	2	0	0
Bostock	1	0	0	0	1
Breadsall	1	0	1	0	0
Chilwell	1	1	0	0	0
Kettering	1	0	0	1	1
Lincoln	1	0	1	0	1

**Table 6.3 Respondents mentioning each location – Toton to Sheffield**

<b>Location</b>	<b>Total number of respondents</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions / mitigations</b>
Ruddington	1	0	0	0	1
Skegness	1	0	0	1	0
Swinton	1	0	0	0	1
Tonge	1	0	1	0	1

### **6.3.1 Line of route and supporting infrastructure**

#### **Reasons to agree**

A handful of respondents contended that proposed new infrastructure for Toton would be beneficial to the area and its future.

There were also a few comments agreeing with the construction of the Staveley Infrastructure Maintenance Depot (IMD), with the potential for increased employment opportunities in the area given as a reason for support.

There were a handful of positive comments about the benefits for Sheffield as a result of HS2. These focused on the positive economic and connectivity benefits for the city and surrounding area.

*The Sheffield City Region Local Enterprise Partnership Board is firmly supportive of Phase Two of HSR [High Speed Rail], recognising the transformational impact it will have on the city region economy.*

Sheffield City Region – Local Enterprise Partnership

It was contended that the proposed route near the M1 was a good idea, while a handful of respondents suggested that there was enough room in the Rother Valley between Staveley and Killamarsh for both HS2 and the Chesterfield Canal to coexist.

Several respondents made positive comments about the impact of HS2 on Nottingham, with suggestions that new infrastructure would encourage investment and development in the city.

## **Reasons to disagree**

The comments on this section of the route can broadly be divided into three areas; those relating to Toton, including the station area, proposed maintenance loop and the area just north of here (including nearby Nottingham); comments relating to the impact on the Chesterfield Canal and surrounding areas (including the Staveley IMD); and comments relating to the impact of the line of route on the approach to Sheffield Meadowhall.

### **Toton to Hucknall**

A handful of respondents made negative comments about the impact of the line of route and maintenance loop on Toton, with suggestions that the route is inappropriate for the area and that it would have a negative impact on residents. It was suggested that the village might lose its sense of identity due to the developments.

Where the proposed line of route would pass over the A52 and along the M1, there were concerns that these roads were already very congested. There were also a handful of comments about the cumulative effects of the railway and the motorway, and it was said that the area already suffers from noise pollution. It was contended that the proposals for realigning the M1 would cause major disruption and it was said that previous proposals for an additional junction on the A52 had been rejected on safety grounds.

It was suggested that the realignment of roads in the Trowell area would have negative impacts on the village, due to increased noise and visual impacts. There were also a handful of comments focusing on blight on properties in the village.

Concerns were raised about Strelley village, with a few respondents contending that the proposed route through the area would destroy the village. Some comments focused on the conservation area status of the village, namely that the village contains Grade I and Grade II listed buildings, and areas of archaeological and historical interest; that it is a medieval settlement; and an area of outstanding natural beauty. A few stated that there are tight planning regulations for the village in order to maintain its status. Some expressed concerns about impacts on local biodiversity and wildlife, and that impacts would be exacerbated during the construction phase.

A handful of respondents disagreed with the line of route through the village of Nuthall, arguing that it would take up a lot of green belt land, as well as having a negative impact on local wildlife, disturbing animal habitats and removing woodland. It was suggested that it would have noise and air pollution impacts on local residents, who are already affected by their proximity to the M1. It was said that properties in the village would be blighted, on top of those that it was thought would be lost as a result of the proposals. There were also similar concerns expressed about the village of Hucknall.

A few respondents made negative comments about the impact of HS2 on Nottingham, with suggestions that it does not benefit the city economically and that existing services would allow faster travel to London as HS2 does not connect up to Nottingham directly. These themes are explored more thoroughly in Chapter 7, which covers responses on proposals for stations for the eastern leg.

### **Hardwick Hall to Killamarsh**

A handful of respondents made comments that the line of route would have a negative impact on the area surrounding Hardwick Hall and that it would damage National Trust historic parkland to the south of Chesterfield. It was also said that this area has previously been affected by other developments such as the M1 and the route would cause further intrusion.

There were concerns about the impact on Walton, with specific mentions of the impact to Walton Hall and Walton Park, with respondents noting that the proposed route in this section would pass close to a National Reserve, historic parkland and SSSIs in the Park.

Of those responses that referenced Chesterfield itself, the majority focused on negative impacts on the town and surrounding area. It was suggested by a few respondents that the route would not benefit people in the Chesterfield region, with negative impacts on the surrounding landscape, noise and visual impacts in the borough and loss of agricultural land.

A handful of respondents also raised concerns about the potential impacts on Bolsover, and particularly the Carr Vale Nature Reserve and Bolsover Castle. There were concerns about the noise and visual impacts of the route on these locations.

The majority of comments concerning this section of the route focused on impacts to areas along the Chesterfield Canal. Many respondents said that the proposed route



would negatively impact the restoration of the Chesterfield Canal, particularly in the areas where the route would cross the canal between Staveley and Renishaw, where the line would approach the Staveley IMD, and between Renishaw and Killamarsh. Respondents contended that the proposed route has not taken into account the restoration project, and it was said that investment and work completed to date would be lost if the proposed route goes ahead.

*I am concerned that around Staveley, Renishaw and Killamarsh (Derbs) the route as indicated will destroy valuable and very well used recreational and heritage amenities - notably the Chesterfield Canal (where restoration plans are well advanced) and the Trans-Pennine Trail link - a major multi-use recreational trail.*

Member of the public

It was contended that the canal is a key community asset, with respondents saying that it is used by a wide range of different people, as well as being an important leisure and recreational amenity for the area. It was contended that the restoration has been very popular with the local community that if the restoration is allowed to continue as previously planned, many more social benefits would be provided for local people. It was said that the amount of voluntary work and fundraising that has taken place for the Chesterfield Canal demonstrates its popularity among the local population.

There are several concerns expressed about the economic consequences of the route in this area. The restoration was described as a key part of regeneration in the wider area that had already benefited the local economy. It was contended that the continuation of the restoration was key to future investment in the area and that local job creation and potential developments are already being impacted by the proposed line of route. It was also said by several respondents that the proposed route should avoid making the restoration of the canal more expensive.

Specific impacts to tourism were mentioned by some respondents, with arguments that the proposed route put at risk what was described as a unique tourism opportunity from the canal restoration project. In addition, there were concerns about impacts to specific businesses or locations along the canal, such as the Chesterfield Marina, Sitwell Arms and Staveley Marina.

There were a handful of environmental comments about the impact of the route on what were described as Areas of Outstanding Natural Beauty, conservation areas,

local wildlife and heritage listed buildings along the canal, as well as on Renishaw Park Conservation Area and Renishaw Hall.

As well as concerns about impacts on the Chesterfield Canal, a handful of respondents gave other reasons for disagreeing with the proposed location of the depot at Staveley. It was suggested that the location of the depot would have few benefits and that any new jobs created as a result of the depot would be outweighed by the closure of businesses as a result of the HS2 scheme.

Concerns were also raised about the environmental impacts on nearby Norbriggs Flash, Barrow Colliery, Netherthorpe Flash Nature Reserve, Trans Pennine Trail, Riverdale Park, Doe Lea River, Pooley Country Park and Rother Valley Country Park.

Respondents expressed concerns about the negative community impacts on the villages of Staveley and Netherthorpe, including blight to homes and disruption to Netherthorpe School and Staveley Miners Welfare Cricket Club. It was said that the site for the depot had been earmarked for potential new development with job and housing opportunities. There were also concerns about the intrusiveness of the proposed depot, with respondents highlighting potential noise impacts.

There were concerns about the impact on Markham Vale of the route to Staveley IMD. There were suggestions that the proposed route is having an adverse impact on areas that had been identified for future business development, including the Green Giant in Markham Vale, which was said to have had funding from the Sheffield Enterprise Zone. It was contended that this would have negative consequences for future employment opportunities in the area.

*The Staveley Corridor where the proposed maintenance depot is to be sited is an area of 150 hectares that had been earmarked for 2,000 homes as well as over 30 hectares of land for employment development.*

Natascha Engel, MP for North East Derbyshire

As well as the impacts on Renishaw Hall, there were also a handful concerns about the impact on the village of Renishaw. Respondents contended that it would destroy homes in the village, as well as affecting local employment opportunities. Impacts to wildlife habitats in the local area were also raised.

There were also some comments relating to impacts on Killamarsh, to the north of Renishaw. A few respondents contended that the proposed route would have a

negative impact on industrial and residential properties in the town, with several claiming that the Appraisal of Sustainability had said that no properties would be affected. There were also concerns about the impact on jobs in Killamarsh, including at Ross & Catherall, Massey Truck Engineering and a steel works.

A handful of respondents made more general comments about the wider Derbyshire area. There were concerns about the impact on wildlife and ancient woodlands in the county, as well as specific mentions of impacts on Heath Old Church, Calke Abbey and Thrumpton Hall.

### **Approach to Sheffield Meadowhall**

It was suggested that the construction and operation of the proposed route would have a negative impact on parts of Rotherham, including around the B600 and B6200.

Negative comments regarding the impact of the proposed route on Sheffield generally focused on economic and connectivity concerns, with several respondents saying that Sheffield would not benefit from HS2 and that there would not be significant improvements to journey times.

Of comments specifically regarding the line of route, a handful focused on the proposed kink to the north of Sheffield. Respondents said that, while this would divert the line to miss the Firth Rixson steelworks, this decision was short-sighted and would require a decrease in speed for this section of the line, as well as costing more money.

There were a handful of negative comments and concerns raised about the impact of operation of the new line on the Tinsley viaduct. Several respondents said that it would not be a good idea to build a station at Sheffield Meadowhall because the Tinsley viaduct was running at full capacity; the Tinsley viaduct could not be widened and the viaduct might need to be replaced.

There were concerns expressed about the impact of the line into Sheffield Meadowhall on residential areas, with comments that it would impact on Black Lane. There were also comments that the viaduct into Meadowhall would have negative visual impacts and that houses in Meadowhall are already affected by noise pollution from the M1.

Several respondents also highlighted the impact of the line of route on businesses in and around Sheffield, including the Sheffield Business Park, Sheffield International Rail Freight Terminal and Outokumpu plant and steelworks in the Meadowhall area. There were also concerns about potential job losses.

Some respondents expressed a preference for a station at Sheffield Victoria. While this is explored more in Chapter 7, this option would have implications for the line of route. It was suggested that the proposed route from M1 Junction 29 to a re-opened Sheffield Victoria could follow the track bed of the disused Great Central Main Line through Staveley, Renishaw, Killamarsh and Beighton Junction.

### 6.3.2 Alternatives and suggestions

#### **Toton to Hucknall**

A handful of respondents suggested that Toton should have a maintenance depot, with a few arguing that this would create jobs. Several respondents commented that the depot would be close to the existing rail industry and skills base in Derby. It was suggested that this depot could be located on the brownfield site near the Ratcliffe-on-Soar power station, which a respondent said was soon to be decommissioned.

In Toton, it was suggested that Midland Street would need an extension of the proposed rail freight overbridge to span the new road, but that western access to the station is preferable to a road bridge over the station. Alternatively, it was suggested that the track could be rerouted here to eliminate the need for a tunnel under East Midlands Airport and viaduct over the River Soar.

North of Toton, several respondents suggested routing the line wholly alongside existing transport corridors such as the M1. Other alternatives for where the route passes along the M1 were building above it and using a deep cutting for the route next to the M1. The use of a cutting to mitigate noise and visual impacts was suggested for a number of parts of the route in this section, including near Trowell.

It was proposed that the route north of Toton should follow the existing Erewash Valley line towards Ilkeston and Alfreton to avoid impacts on Trowell, Strelley and Nuthall and because it would be straighter and flatter. Another suggestion was that the route should pass through at a gentler gradient, if it were to pass through Trowell at all.

*The route north from the proposed station at Toton should follow the existing Erewash valley line. This will alleviate problems for the residents of Trowell, Strelley and Nuthall.*

Member of the public

Other alternatives mentioned for Strelley, by a few respondents, were for the use of a deeper and longer bored tunnel, which should start earlier, rather than a cut and cover

tunnel. It was said that this would minimise impacts on the village and listed buildings such as Strelley Hall and Strelley Church. A handful suggested that this would minimise noise pollution, damage to ecosystems and biodiversity and disruption to people's lives. Alternatively, several respondents suggested that the line should cross to the west side of the M1, before crossing back to the east side after it passes Strelley.

A handful of respondents felt that the route should avoid Nuthall, to the north of Strelley, to minimise impacts on residents there. Suggested alternative routes in the area were to the west of the M1, east towards the nearby dual carriageway or to a road with fewer residential properties.

Similarly, alternatives suggested by several to mitigate impacts on Hucknall were moving the route either closer to the western side of the M1, or to the eastern side of the M1. A handful also suggested that in-line bridges or underpasses should be used to reduce the impact on the Robin Hood Way.

Most of the comments regarding Broxtowe concentrated on the relative benefits of the proposed route versus the alternative set out by Broxtowe Borough Council, which would include a housing development in the vicinity of the proposed route. Of these comments, the majority suggested that the Council's approval for the housing scheme should be revoked, noting that it would hamper opportunities for long term economic development in Broxtowe presented by HS2.

Most comments regarding Nottingham, to the east of the line of route, related to the location of a hub station in the city or other forms of connectivity with HS2. Again, these are explored in more detail in Chapter 7. Alternative routes that would follow the Great Central Railway Line from Nottingham or use the existing Midland Main Line were both suggested.

### **Chesterfield Canal and the surrounding areas**

Several respondents argued that impacts to Hardwick Hall should be kept to a minimum. Greater use of visual mitigation, covering the line near Hardwick Hall and masking the view of the tunnel portal were proposed by a handful. It was suggested by several that impacts to access roads to Hardwick Hall, including Mill Lane and Astwith Lane, should be mitigated and that engineering should not affect hydrology at Stainsby Mill, Lower Parkland, Duck Decoy and nearby ponds.

A handful of respondents also suggested that attempts should be made to minimise impacts to Walton Hall, including using existing railways tracks between Barnsley Road and the A655 Bridge or creating a loop from Shaw Lane to Oakenshaw Lane.

Most of the alternative suggestions relating to Chesterfield were about the possibility of an additional station in the town and this issue is discussed in more detail in Chapter 7. There were requests to mitigate the noise, visual and environmental impacts on Chesterfield and the surrounding area, including locations such as Mastin Moor, Woodthorpe, Netherthorpe and Poolsbrooke.

To mitigate impacts on Bolsover, a handful of respondents suggested that the line of route could be diverted through the disused line at Seymour Junction. A few respondents also made general requests for mitigation for the potential impacts on Bolsover Castle and the surrounding area.

It was suggested by several respondents that HS2 Ltd should consult with the Chesterfield Canal Trust about its plans and that only minor adjustments to the line and level of the route would be required to alleviate impacts on the canal's restoration.

Many respondents requested that the route be realigned to avoid impacting on the Chesterfield Canal, and allowing the restoration of the rest of the canal to be completed. It was suggested that alternatives should be considered that would allow HS2 and the canal to exist side-by-side, as well as ensuring that recreational access to the canal is maintained. It was felt that these issues should be resolved soon to remove uncertainties around the restoration. The Chesterfield Canal Trust suggested that the route could potentially be realigned east of Staveley Town Basin and rerouted along the Trans Pennine Trail to mitigate impacts on the canal.

Specific mitigation proposals suggested were ensuring that boats are able to travel the length of the canal; using minimum clearance levels for overbridges on canals to maintain access; altering the route slightly to avoid the Trans Pennine Trail in Killamarsh; reworking the levels of the track at the crossing at Staveley; moving Staveley IMD, possibly to Toton; following the disused Great Central Main Line from Staveley to Beighton Junction or North Midland Railway Line and running the line alongside the M1 between Junctions 29 and 34.

Most of the alternative suggestions about the Staveley IMD focused on alternative locations that were seen to mitigate some of the impacts of the line of route to Staveley. A handful of respondents said that the proposed depot at Staveley should

instead be located in the old Tinsley Marshalling Yard in Sheffield or on derelict industrial grounds in Meadowhall.

*If the Sheffield City region requires a maintenance depot then it would be more beneficial to have it located on the derelict industrial ground close to Meadowhall.*

Member of the public

Other alternative locations suggested were Toton, requiring a shorter alignment between Birmingham and Sheffield; somewhere to the north to allow space for canal restoration and to avoid Riverdale Mobile Home Park; or a site for the depot closer to Markham Vale/M1 Junction 29a.

Chesterfield Borough Council said that the *HS2 Infrastructure Maintenance Depot (Staveley)* report by Arup for the council shows how the layout and location of the depot could be amended to provide for the Chesterfield to Staveley Regeneration Route.

There were suggestions to mitigate the economic impacts and calls to maximise employment opportunities through training and infrastructure. It was said that noise and vibration impacts and impacts on landscape, ecology and heritage should be mitigated, with calls for tree planting.

Suggestions regarding the construction phase at Staveley were to improve local highways and direct construction traffic to Hall Lane access road where possible.

A handful of respondents also suggested that an additional station should be built at Staveley or at Markham Vale, as discussed in Chapter 7.

An alternative route put forward for the Markham Vale area was that it should deviate east away from Poolsbrook, Duckmanton and Markham to reduce noise impacts, avoid the industrial estate and allow potential housing development. It was also suggested that the route through Markham Vale should be reconsidered to minimise impacts on heritage sites and local regeneration. It was said that plans for a cutting through Markham Vale should be revisited.

It was suggested that the route should be altered to have the Trans Pennine Trail on the west side of the track and Cuckoo Way and Chesterfield Canal on the east side of the track. Other suggestions for Renishaw were mitigating ecological, noise and visual impacts, as well as those on Renishaw Hall and surrounding parkland.

Suggestions about the line of route in the area around Killamarsh focused on the potential to use existing freight lines to Beighton and Sothall to avoid impact to properties on Station Road in Killamarsh. It was also suggested that existing cycle lanes north and south of Killamarsh on the Trans Pennine Trail should be maintained.

### **Approach to Sheffield Meadowhall**

Many of the comments regarding Sheffield were about the location of the station, with some respondents expressing a preference for a city centre station, rather than the proposed location at Meadowhall. While this is covered in Chapter 7, this gave rise to points relating to the line of route, which are considered here.

There were two main alternative suggestions made about the proposed line of route. These suggestions were that the Great Central Route should be reinstated to link to the new station easily, and that HS2 should build additional connections by reopening the Woodhead tunnels to create a link from Manchester to the East Midlands.

There were also a handful of suggestions relating to viaducts. It was said that locating the proposed station at Sheffield Victoria would avoid building a 4km long viaduct over the Lower Don Valley; that a viaduct would have to be at the same height or level as the Tinsley viaduct to clear roads; and that the Tinsley viaduct should be completely replaced to avoid future transport disruption. There were also several other comments about the use of a viaduct, with suggestions that the Sheffield section should be built directly onto a viaduct, that existing viaducts should be used and that the viaduct should be built further to the west.

It was suggested that the proposed route north of Meadowhall should be straightened so that trains would not have to slow down.

Respondents said that the route should be altered to avoid impacts to Sheffield International Railfreight Terminal, Ross & Catherall, the Firth Rixson steelworks building, Meadowhall Travelodge, Outokumpu plant, SIRFT and the M&S site.

A handful of respondents suggested additional rail spurs from the main line of route to improve connectivity via classic compatible services with a range of other regions, towns and cities.

There were also several suggestions about public rights of way. It was suggested that direct access to public rights of way such as the Trans Pennine Trail should be



protected, and that cycle paths should be incorporated to provide cyclists with access to the station. Other comments were that Rotherham footpaths and bridleways impacted by HS2 must at least be replaced to existing standards.

## 6.4 Sheffield Meadowhall to the ECML and York

The table below lists the number of respondents mentioning each location for this section of the route.<sup>26</sup>

**Table 6.4 Respondents mentioning each location – Sheffield Meadowhall to the ECML and York**

Location	Total number of mentions	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Church Fenton	239	1	223	17	177
Wakefield	116	0	71	12	66
York	82	1	68	2	16
Ulleskelf Station	72	0	67	0	22
Barnsley	61	0	29	4	39
Swillington	47	0	34	1	31
Crofton	35	0	27	2	14
Altofts	34	0	32	3	10
Doncaster	31	0	10	2	21
Hoyland	29	0	24	0	11
Royston	28	1	24	0	16
Ledsham	27	0	20	4	15
Garforth	23	0	15	1	14
Cold Hiendley	19	2	15	1	7
Oulton	18	0	9	0	11
Ledston	17	4	7	0	13
New Crofton - Proposed Rolling Stock Maintenance Depot	17	0	15	1	5
Normanton	13	0	7	0	7
Ardsley	11	0	6	0	10
Cudworth	10	0	7	1	5
Fairburn	10	0	4	5	5
Chapeltown	8	0	5	0	3

<sup>26</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

**Table 6.4 Respondents mentioning each location – Sheffield Meadowhall to the ECML and York**

<b>Location</b>	<b>Total number of mentions</b>	<b>Reasons to agree</b>	<b>Reasons to disagree</b>	<b>Neutral responses</b>	<b>Suggestions / mitigations</b>
Meadow Gate Avenue	7	0	7	1	3
Sutton Scarsdale	7	1	5	0	3
Kirkthorpe	6	0	4	1	3
Northallerton	6	0	1	1	4
Ryhill	6	0	6	0	0
Smithy Wood	6	0	2	1	4
Ancient Woodland	6	0	2	1	4
Castleford	5	0	5	0	0
Sutton-in-Ashfield	5	0	4	0	3
Towton	5	3	1	0	4
Harley	4	0	4	0	0
Harrogate	4	1	1	0	2
Hesley Wood	4	0	4	0	0
Huddersfield	3	0	1	0	2
Monk Bretton	3	0	0	0	3
Allerton Bywater	2	0	1	0	1
Blacker Hill	2	0	1	0	2
Bottom Boat	2	0	2	0	1
Pontefract	2	0	1	0	1
Stanley	2	0	2	0	0
Worsbrough Dale	2	0	2	0	0
Aberford	1	0	1	0	0
Micklefield	1	0	0	1	1
North Milford	1	1	0	0	1
Tankersley	1	0	0	0	1

### **6.4.1 Line of route and supporting infrastructure**

#### **Reasons to agree**

Several respondents suggested that the proposed route between Cold Hiendley and Church Fenton should follow the M1 closely, contending that this would avoid damage to green belt land.

## **Reasons to disagree**

### **Hoyland to Barnsley**

A handful of respondents disagreed with the proposed route through Hoyland and Hoyland Common. It was suggested that there has been a lack of exploratory work on mining areas and associated subsidence in the area and that the area is known for problems with methane under the ground. Respondents raised concerns about the use of tunnels in this context and contended that this would be more expensive than tunnelling in other areas. There were also mentions of existing records of mines and abandoned mining machinery.

*Our property is within the vicinity of the proposed dual tunnel under Hoyland and insufficient information has been provided about possible noise and vibration effects on residential housing. The local area has a long history of subsidence from historical mining and there does not appear to have been any consideration in this respect.*

Member of the public

Other comments about Hoyland focused on the impact of the route on local residential areas as well as the environment and local wildlife, including bats. These referred to both the construction and operational phases of HS2.

There were comments about the implications of past mining to the north of Hoyland, on the outskirts of Barnsley. It was contended that Ardsley had been heavily mined and that this could have an impact on the cost and safety of tunnelling.

There were concerns about the impact of the route on residential areas in Barnsley, with respondents commenting on blight and the use of tunnels. The Barnsley Biodiversity Trust highlighted potential negative impacts of the route passing by Sunny Bank Wood and Black Lane.

There were also a few comments about the wider South Yorkshire area in general, with suggestions that the route would negatively impact nature reserves and local wildlife sites in the county.

### **North of Barnsley to Garforth**

Comments about the Royston area focused on the impact on Rabbit Ings Country Park and the potential negative impacts on biodiversity, wildlife, endangered species and fauna in this area. It was contended that a lot of time and money had been invested to

regenerate Rabbit Ings, but that construction of tunnels for HS2 would potentially destabilise the area and create issues with contaminated waste materials from toxic tips in the area. There were also concerns about the visual impacts of the line through the Country Park.

Concerns in the Cold Hiendley area focused on the impact on local wildlife and woodlands at Cold Hiendley Reservoir. There were also comments about the noise and visual impacts of having a viaduct passing through the area, as well as about the diversion of Ryhill Pits Lane and the drainage of Nostell Colliery. A handful of respondents said that the route would cut through an area of beauty at Winterset Reservoir, resulting in negative impacts to wildlife, while respondents also said that there would be negative impacts from the route to locations, including Anglers Country Park, Waterton Nature Reserve, Haw Park Woods, Ryhill, Stubbs Wood and Nostell Priory. It was contended that these locations were important sites for wildlife, as well as being important recreation areas for residents from nearby places such as Wakefield.

Respondents expressed concern about the impact of the proposed route on Crofton, including the impact of the proposed rolling stock depot to the south at New Crofton. A handful of respondents disagreed with the location of the depot, stating that it would add to existing traffic problems in the Crofton area, as well as increasing light and noise pollution for local residents.

It was said that Crofton would be disadvantaged by the route, without receiving any benefits, cutting the village off from other local communities, blighting people's homes and causing problems during the construction phase.

A few respondents who made comments about Wakefield said that they did not think the town would receive any benefits from HS2, arguing that the necessary commute to Leeds would mean that there would be no journey time savings. This was compounded by suggestions that the route would have negative impacts on existing transport infrastructure for the Wakefield area. Respondents argued that there would be negative social, environmental and employment impacts on the town.

Respondents made several negative comments about the line of route through Altofts, focusing on the impact of the route on residents in the village as well as on the surrounding countryside, including to wildlife and woodlands in Altofts Ings, local fauna, wetland habitats, ancient woodland and public footpaths and cycle paths.

*Residents to the western side of Altofts consider their homes will be subject to noise, dirt and disruption from the years of construction and operation of the trains.*

Wakefield Council

Respondents raised concerns about the proposed 18 metre high viaduct across the M62 near Altofts, and related visual and noise impacts in an area that it was said already suffers noise pollution from the M62.

There were concerns about the impact of the route on Oulton and associated disruptions, such as the closure of the A642 and other traffic impacts in the area.

Disagreement was expressed with the proposed route through Swillington, with particular concern about the impacts on Swillington Organic Farm and Fisheries. These were seen as important community assets, providing employment and volunteering opportunities, as well as benefits to local wildlife and farming techniques.

A handful of respondents specifically mentioned the impacts of the viaduct in this section, stating it would affect the quality of life of local residents through noise pollution, visual impacts and loss of privacy. There were also concerns about blight to residential properties in the area.

There were concerns about the impact of the route on Garforth, with respondents noting that it would have negative impacts on the area without bringing any benefits.

There were a handful of more general comments about negative impacts on nature reserves and parks in West Yorkshire. Specific impacts on the environment and wildlife in Hawks Nest Wood and impacts on Huddleston Hall were mentioned.

### **Church Fenton to York and ECML**

Church Fenton received the largest number of comments from respondents of any of the locations in this section. These mostly focused on the negative impacts on residential properties and the wider community of the line of route running nearby the village. Many respondents contended that the viaduct ran too close to residential properties, and that this proximity, coupled with the height of the viaduct, would cause noise and visual impacts that it would be impossible to mitigate. It was also argued that Church Fenton already suffers noise pollution from the existing railway line through the village and it was contended that this would be exacerbated.

*The initial preferred route for the “Northern extension” is not acceptable as it creates an island effect isolating approximately 120 properties. These will be surrounded on all sides by railway tracks. Church Fenton is the worst affected community in this regard.*

Member of the public

It was contended that Church Fenton is the area that would be most negatively affected by HS2 and that other considerations such as cost, journey times and the presence of a nearby battlefield have been prioritised over local residents. Respondents raised concerns that as well as causing blight to local residents, the route would have a negative impact on existing rail services in the area, reducing the connectivity of Church Fenton with the wider area.

Respondents also said that the journey time savings from a connection to the ECML at York would be negligible, particularly given the electrification of some local services, making the route through Church Fenton unnecessary and indicating that it should be scrapped altogether.

Most of the comments regarding York made this point, with the suggestion that after the electrification of the line between York and London in 2017, the use of Pendolinos would minimise any time savings. It was also said that the connection to the south of York would not be much faster than existing ECML services to Newcastle and Edinburgh, as the track would only allow for classic compatible services.

Some respondents contended that the connection to these services at Church Fenton would lead to the shutting of Ulleskelf station to the north of the village, leaving Ulleskelf with a reduction in the number of local commuter services and very few public transport connections generally. It was suggested that this would have a negative economic impact on the area, as well as leading to an increase in car commuting.

#### **6.4.2 Alternatives and suggestions**

A handful of respondents suggested that the proposed link to the south of York should be scrapped altogether. Other suggestions focused on more specific line of route alterations throughout this section, as well as a few comments about possible further extensions and spurs that should be added or provided for in the proposals.

## **Hoyland to Barnsley**

Respondents suggested an alternative route south along Junction 36 of the M1 corridor to the Dearne Valley Bypass to avoid the need for a tunnel through residential areas near Hoyland, as well as mine works and areas under the ground which were said to have problems with methane gas.

Other alternatives focused on the use of a tunnel in the Hoyland area, with suggestions that the entrance should be where the line crosses the M1; that it should be extended 600 metres to avoid impact on an (unnamed) development site; that it should be extended further south; or that the use of existing transport corridors would make a shorter tunnel possible. It was also suggested that a longer viaduct should be used in the Hoyland area instead of an embankment.

Suggestions about Doncaster focused on the possibility of including a spur to the town or improving existing transport connections with the station at Sheffield Meadowhall. It was suggested that this could take the form of an additional spur south of Hoyland following the Dearne Valley to Sprotbrough and linking up the North of Doncaster.

Comments about nearby Barnsley also focused on the possibility of a connection to the town or on improving existing links. A few respondents also suggested that there should be an additional HS2 station at Barnsley. This is covered in Chapter 7.

Other comments suggested using existing transport corridors to avoid demolition of listed buildings near Barnsley, as well as mentioning the impact of the route crossing the River Dearne. One suggestion to mitigate the impact on the Dearne and Dove Main Line would be to route this line in an aqueduct over the HS2 route where it dips down to enter the twin tunnel under Ardsley, to the north of the A633 Wombwell Lane. Additionally, it was suggested by the Inland Waterways Association that the embankment after the River Dove viaduct could be replaced with a continuation of the viaduct, leaving clearance underneath for the Worsborough Branch future realignment.

There were also some general and specific suggestions about the need to consider the headroom of crossings and the gauge of canals. Detailed suggestions about the design and mitigation of the route in relation to the Barnsley Dearne & Dove Canal were provided, noting particular impacts on the Worsborough arm of the canal.

There were also requests for mitigation of impacts of the route on locations, including the River Dearne and River Dove, Black Lane, Trans Pennine Trail and bridleways near Barnsley.

The Environment Agency said that the crossing of waterways such as the River Dearne, River Dove, Small Bridge Dyke and Sandybridge Dyke would all require flood mitigation as a result of the route.

### **Royston to Garforth**

Around Royston, suggestions focused on alternative routes to avoid Rabbit Ings Country Park. A handful of respondents suggested that the proposed route should follow existing lines through McKenzie's Coking Plant, avoiding Rabbit Ings and Cold Hiendley Reservoir, or using the existing railway line at Carlton Marsh. It was also suggested that impacts on Rabbit Ings could be minimised by running the line to the west of the site or through a cut and cover tunnel instead of a cutting. A handful of respondents contended that alternative routes through Rabbit Ings would require removal of the refuse site at this location, including some toxic waste, and that this would be hazardous for residents in Ryhill and the adjacent area.

*At Rabbit Ings a tunnel would be more appropriate than open cutting and at Carlton Marsh use of the nearby existing railway line would be sensible than to create a new one.*

Member of the public

It was also suggested that instabilities at Rabbit Ings may require a wider corridor than indicated, to create stable slopes. This was thought to require further mitigation. Respondents said that there was a tar lagoon tip within Royston Drift Mine which needed to be taken into account.

One respondent suggested that Royston would be a more appropriate location for a depot, stating that it would have better road access from an upgraded A628 and the recently built A6155 nearby.

It was suggested by several respondents that the proposed route should utilise the engineered alignment of the abandoned Midland Main Line from Royston to Normanton.

Around Cold Hiendley, alternative suggestions focused on the reservoir. It was suggested that the route should follow the existing line to the east of Wakefield and that the route should not run close to Cold Hiendley or Winterset Reservoirs as water surfaces reflect noise more efficiently, thus increasing noise pollution. Suggestions focused on mitigating noise, and visual and structural impacts on the reservoir and the surrounding area.



For the Crofton area, it was contended that an alternative route following the M1 would offer better connectivity without as much disruption to the environment. Other suggestions were for alternative locations for the maintenance depot, such as Methley, the Welbeck waste site at Normanton or further north. It was also suggested that a rolling stock depot could be located in a brownfield former railway yard alongside Wakefield Kirkgate Crofton Junction railway line to the south-east of Wakefield, and immediately north of the A638.

Others suggested that Crofton would be an appropriate location for a spur to a station at Wakefield or to classic compatible services on the ECML between Birmingham and Scotland.

Most of the respondents who made suggestions regarding Wakefield proposed that the town should have an additional station to improve local connectivity and connect the town with cities further afield. This is explored further in Chapter 7.

An alternative for this section was the possibility of a route between Lundwood and Monckton to run higher over Lund Hill Lane and to allow more room next to the McKenzies Coking Plant. It was suggested that the line could be moved to go through Monckton Plant or the Old Midland Main Line.

Further north along the line, respondents, such as Wakefield Council and Yvette Cooper, MP for Normanton, Pontefract and Castleford, proposed re-routing the line to avoid Altofts, including possibly moving the route 300/400 yards to the west and using a cut and cover tunnel. It was said that this would also mitigate the impact on Hilltop Farm.

Other comments on this section focused on potential mitigations, including the use of a tunnel instead of a cutting, re-routing the line along existing railway lines and designing the viaduct between Clumpcliffe Wood and The Rookery to match the surrounding landscape.

Just to the west of Clumpcliffe Wood, it was suggested by a handful of respondents that the route through Oulton should be reconsidered due to the impact on the local community, with an alternative route through nearby brownfield sites suggested.

Alec Shelbrooke, MP for Elmet and Rothwell, suggested an alternative route through this section to mitigate the impacts on Woodlesford, Swillington and Garforth. It was proposed that the route should follow the M1 in a tunnel until the M1/M62 junction,

before heading into Leeds. A handful of respondents suggested Alec Shelbrooke's alternative, which, it was said, would minimise impacts on Swillington Farm, Park and Bridge as well as being less disruptive to communities along the route. However, other respondents said that this alternative was unacceptable and had been shown to be too costly.

A respondent said that another alternative to a spur west of Swillington would be a spur running between Swillington and Great Preston. It was said that this would require a tunnel under East Garforth but would require five fewer bridges between Hungate and the A1.

Alternatives to mitigate impacts on Garforth were avoiding a sharp curve to meet up with ECML; running the other side of the roundabout in Garforth to avoid Aberford Road; or travelling south of Garforth and passing either north or south of Kippax to offer faster line speeds and a shorter distance. Other comments involved mitigating impacts on Huddleston Hall, Hawk's Nest Wood and Cedar Ridge, as well as the use of increased tunnelling in the area.

### **Church Fenton to connection south of York**

Comments around the route at Church Fenton focused on alternatives that do not run as close to the village or avoid it altogether on the approach to the ECML. It was suggested that previously considered alternatives should be reviewed. The most frequently given alternative was that HS2 could join the ECML at Colton Junction, which would not require a grade separated junction due to its flat landscape. Respondents also made more general comments about not using a grade separated junction to remove the need for a viaduct at Church Fenton.

Others referred in general terms to an alternative which it was said was examined by Temple ERM, which it was contended would have less visual impact than the current proposal for an 18 metre viaduct. Other alternatives were for the route to run to York on the existing tracks of the Leeds-Selby line via Mickelfield, or for it to move further towards the flat landscapes of the Vale of York. Meanwhile, other respondents suggested an alternative route past Church Fenton which as described as going south of Barkston Ash, to the north of Little Fenton, continuing to arc between Partridge Hill Farm and Meeke Wood to skirt the east edge of Paradise Wood to join the ECML west of Ryther.

It was also suggested that the plan to avoid Towton Battlefield should be revisited and that it would be preferable for the route to run through the battlefield than so close to Church Fenton.

The Church Fenton Says NO to HS2 action group put forward a number of different alternative options that it said would reduce journey times, costs and visual impacts and would not impact on existing services. These included avoiding the need for a junction at Church Fenton by using a variety of different routes. A handful of responses made direct reference to these alternatives as preferable to the proposed route.

Responses mentioning the impacts on Ulleskelf also focused on the line of route into Church Fenton, with suggestions that the connection to the ECML should be further to the east to negate the need to shut down Ulleskelf station and retain capacity on the existing network. It was also suggested that the Dorts Dyke crossing should be designed to avoid the possibility of impeding the flow of the waterway.

*There are alternative routes south of Church Fenton that would affect far fewer properties, and which would prevent Ulleskelf from losing its station.*

Member of the public

Were the proposed route to be constructed, possible mitigations suggested for Church Fenton were to use a tunnel or embankment instead of a viaduct; to preserve the fishing pond at Sandwath Lane; to relocate habitats and species affected by the route passing through nature reserves; and to have sound barriers or trees along the route to minimise the noise impacts from raised sections of the line.

Suggestions regarding York focused on improving the speed and frequency of services; it was suggested that a continuous high speed connection to York should be considered, that the spur should allow trains between York and Leeds to increase in frequency and that existing services to York station should not be impacted.

Several respondents, including the Tyne and Wear Passenger Transport Executive, contended that the ECML connection should be south of York, while a different respondent suggested that it should be north of York. Another suggestion was for the connection to be south of Doncaster.

## 6.5 Approach to Leeds city centre

The table below lists the number of respondents mentioning each location for this section of the route.<sup>27</sup>

**Table 6.5 Respondents mentioning each location – the approach to Leeds city centre**

Location	Number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Leeds	177	19	94	10	78
Woodlesford / Woodlesford Canal	83	3	58	9	42
Aire Valley	14	0	14	1	4
Middleton	5	2	4	1	2
Holbeck	3	0	0	2	2
Stourton	3	0	1	0	2
Brinsworth	2	0	2	0	1
Hunslet	2	0	0	0	2
Wetherby	2	0	0	0	2
Willington	2	0	0	0	2
East Leeds Parkway station	1	0	0	0	1
Leeds/ Bradford airport	1	0	0	0	1

### 6.5.1 Line of route and supporting infrastructure

#### Reasons to agree

A handful of respondents said that HS2 would bring economic benefits to Leeds. There were positive comments that the proposed line was the best route into Leeds city centre, with several noting that this is the position taken by Leeds City Council.

Respondents also said that the proposed route from Woodlesford to Leeds through the Aire Valley would be the least disruptive. A handful of respondents commented that Woodlesford residents had chosen to live in an area with an existing railway.

*I believe the proposed route is the best overall option. It provides the least disruptive path into Leeds up the Aire Valley from Woodlesford & avoids South Leeds which is more heavily populated.*

Member of the public

<sup>27</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

## Reasons to disagree

There were criticisms of the impact of this section of the route on the Aire and Calder Navigation and the residential areas along it, including Woodlesford and also on the impact of the line of route as it makes its way into Leeds city centre.

*In overall terms the Council has supported in principle the high speed rail proposals and has welcomed the project as a whole, however it retains major concerns about the line of route for the Leeds Spur around the communities of Woodlesford, Oulton and Swillington.*

Leeds City Council

Comments regarding the Aire and Calder Navigation focused on the impact of the proposed viaduct for this part of the route. Concerns were raised about the noise and visual impacts on the local landscape and surrounding areas, with some respondents specifically mentioning the impact on the Water Haigh Woodland Park, Woodhouse, Southern Washlands Nature Corridor and Rothwell Country Park. Some respondents also made comments about the negative impacts on the wider Aire Valley.

Respondents said that the current plans for the crossing of the Navigation were problematic, as not enough space would be provided for clearance underneath the railway. There were other concerns about access to footpaths.

There were comments that the land put aside for construction is not adequate, potentially destabilising the canal bank. Respondents also highlighted that the area has old mineshafts and there would also be dangers of increased flood risks as a result of the line.

A handful of respondents focused on the specific impacts at the Woodlesford Lock and at the connection with the Woodlesford Canal. As well as noise and visual impacts, respondents raised potential community impacts, suggesting that local use of the canal would be negatively affected.

These concerns also focused on the impact on Woodlesford; respondents commented on negative impacts that are already experienced in residential areas as a result of blight, with specific references to The Maltings, The Locks and Farmers Hill housing estates. Concerns were also raised about the impact on existing railway services in Woodlesford during construction.

A handful commented on the impact on Leeds as the route approaches the city centre, with some of these respondents suggesting that the wrong route had been chosen and that it would have negative impacts on local businesses and residential areas in south Leeds. It was also suggested that many areas had already been blighted as a result of the plans. Concerns were raised about the impact on access to rights of way in Leeds and to areas of inner city open space.

Respondents commented upon the impact on traffic in Leeds, both during construction and after the opening of the new HS2 line. Specific concerns focused on the lack of parking space in Leeds, the cost of parking and increased traffic in an already overcrowded city centre.

### **6.5.2 Alternatives and suggestions**

Suggestions focused on possible alternative routes that, it was said, would minimise impacts on the Aire Valley and, specifically, the Aire and Calder Navigation and Woodlesford. A handful of respondents contended that the alternative proposed by Alec Shelbrooke, MP for Elmet and Rothwell, would be preferable. There were other suggestions to move the line of route to the north to take it away from Woodlesford; for a gentle curved tunnel underneath Woodlesford, following existing motorway pathways; and to use alternative brownfield locations near Woodlesford.

Other comments focused on ensuring that impacts to canals were mitigated, by avoiding placing viaduct supports in navigable parts on the canal, allowing sufficient room for canal access, constructing a 'skew box tunnel', considering alternatives to viaducts altogether and including high sided guardings along the rail track.

Network Rail suggested that it worked with HS2 Ltd to develop options to avoid the realignment of the existing route at the Woodlesford Corridor.

A handful of respondents made suggestions for alternative routes into Leeds city centre; that the route into Leeds should run to the west of the city; that derelict land in East Leeds should be used; or that diverting trains to the south of Rothwell would be preferable. Other proposals were to use existing railway corridors, such as upgrading existing track north of Wakefield; to use a spur from the ECML via Normanton; to run the line on the existing unused viaduct in Holbeck; or to realign the track to use the existing Leeds Station.

It was said that a tunnel into Leeds city centre would minimise impacts. Leeds Civic Trust said that further consideration of the route into Leeds was needed and that a tunnel beneath Rothwell should be considered, as well as assessing the possibility of the route following the existing transport corridors of the M62 and M621.

Suggested mitigations to impacts on Leeds were constructing a replacement Trans Pennine Trail into Leeds, considering impacts on St Aiden’s Country Park and maintaining green spaces within the city. It was also suggested that the new route should stop when it reaches the urban areas of Leeds and continue in on existing classic tracks.

## 6.6 Beyond the eastern leg

The table below lists the number of respondents mentioning each location for this section of the route.<sup>28</sup>

**Table 6.6 Respondents mentioning each location – beyond the eastern leg**

Location	Number of respondents	Reasons to agree	Reasons to disagree	Neutral responses	Suggestions / mitigations
Newcastle	20	0	3	1	17
Bradford	17	0	9	3	7
Hull	8	0	6	0	2

There were a few suggestions that the eastern leg should go further, including to destinations such as Newcastle, Hull, Bradford and York, as well as further connections to the ECML. A handful of respondents made negative comments suggesting that Bradford would be comparatively disadvantaged by HS2, causing economic decline and reducing connectivity with Leeds.

Several respondents suggested that provision should be made at this stage for a potential extension to a station that would either be located at Gateshead or Newcastle.

There were also some suggestions about future expansion of high speed rail to Scotland/Edinburgh/Glasgow, and for route planning to take this into account. Several

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<sup>28</sup> Please note that the totals for reasons to agree, suggestions and mitigations, reasons to disagree and neutral comments may be greater than the overall total of respondents. This is because the same respondent may be counted in more than one column, for instance where both a neutral comment and an alternative suggestion were made.

respondents said that their support for the eastern leg was contingent on the route eventually going to Scotland.

There was one suggestion for the tracks to be kept as simple as possible at Leeds to allow for the further extension of HS2.

## 6.7 The eastern leg overall

This section of the report looks at comments respondents made about the eastern leg as a whole or about wide areas of the route, rather than the specific locations covered above.

### 6.7.1 Line of route and supporting infrastructure

#### Reasons to agree

Several respondents made general comments that the proposed route is sensible, a good idea, or well-thought out. A handful of respondents praised the route for following existing transport corridors and avoiding Towton Battlefield. The route was described as the best option by several respondents, with a couple saying that it is the most economical.

*We are of the view that given all the factors and constraints involved, the proposed route through Nottinghamshire is as good a fit as could be achieved.*

Nottinghamshire Area of the Ramblers Association

It was argued by several respondents that the eastern leg would bring economic benefits to the East Midlands, Yorkshire and the North of England, and that it would rebalance the economy in favour of the North. Nottinghamshire County Council contended that the route would benefit businesses and tourism in Nottinghamshire. There were also several positive comments about the route increasing house prices and that only a few properties would need to be demolished.

There were several comments that the eastern leg would enhance connectivity for people in the East Midlands, while several respondents made general comments in favour of the eastern leg connecting to the ECML. Several respondents commented that the eastern leg would increase passenger numbers and be a positive addition to the rail network.



## Reasons to disagree

Some respondents made general criticisms of the eastern leg line of route. Some respondents described the route as pointless, unnecessary or not well thought out.

*There doesn't appear to be enough strategic thought and no evidence of strategic planning for the route.*

Derby City Council

More specific criticisms were that the route follows the M1/existing transport corridors too closely, that it is too long, and that it is not direct enough. Comments about the route not being direct enough were linked to the absence of an HS2 station in certain areas, an issue discussed in more detail in the next chapter. Several respondents made general comments about the design of the route not taking into account the geographical nature of the areas it goes through.

There were a handful of concerns about the gradient of tunnels and the difficulties involved in tunnelling near or through disused mines. Several respondents expressed general concerns about the use of viaducts because of cost, noise, visual implications and impact on green belt land. Several respondents raised general concerns about the impact of the route on drainage.

Disagreement was expressed with the line of route through certain areas. There were several comments that the route would not bring economic benefits to Leicestershire because it bypassed it. There were also comments that the economies of the West Midlands, the East Midlands, Derbyshire, Warwickshire, Staffordshire and Yorkshire would not benefit from or would be negatively impacted by the eastern leg. There were several general comments that bypassed cities would not economically benefit.

There were a few general comments that the eastern leg would not benefit businesses, and several respondents specifically highlighted negative impacts on businesses in Derbyshire and North Warwickshire.

There were some general comments about the negative impacts of the route on property and property values, together with concerns about the route running close to properties and causing difficulties in selling property. There were also a handful of comments about the route blighting property in North Derbyshire, South Yorkshire, West Leicestershire and North Warwickshire.

It was argued by a few respondents that the route would cause disruption in Leicestershire and would not benefit people in Staffordshire, North Yorkshire, Derbyshire, Warwickshire, the East Midlands, Leicestershire or people in the North East. There were also some general comments about the negative impact of the route on local communities or people living along the route. One respondent commented that communities in Northumberland would be disadvantaged by the lack of HS2 services north of York.

There were a handful of concerns expressed about the disruption both in general and in relation to traffic which could be caused by the construction of the eastern leg, with specific comments about heavy lorries, congestion and road closures.

There were a few general comments that the route connecting to the ECML is poorly thought out or unnecessary. It was further argued that the link would not save journey time; that HS2 would cause capacity issues on the ECML; and that the link would have a negative impact on local services.

There were a handful of general comments about the eastern leg being poorly connected to existing rail services. High Speed UK (an organisation which has proposed a high speed alternative to HS2) argued that by only connecting to the existing network at Church Fenton, the route bypasses all West Yorkshire, South Yorkshire, and the East Midlands centres other than Leeds, Meadowhall and Toton. Tees Valley Unlimited expressed disappointment that there was no HS2 infrastructure north of York.

There were some concerns raised about the impact of the eastern leg on the Trans Pennine Trail, the Leeds Country Way and public rights of way in Leicestershire. Several respondents made more general comments about the potentially negative impact of the eastern leg on rights of way and footpaths.

There were some general criticisms of the impact of the route on the canal system and local marinas, with the Nottingham Canal, the Barnsley Dearne and Dove Canal and the Aire and Calder Canals specifically mentioned by several respondents. Chesterfield Canal, which has been discussed in Section 6.3 above.

## **6.7.2 Alternatives and suggestions**

There were some general suggestions to reconsider the route. There were several calls for the route to be re-thought to reduce impacts on the Trans Pennine Trail and on canals or the restoration of canals. It was also argued that the route should be

reconsidered to take into account blight on properties and the impact on communities and the environment.

Several respondents made the general point that the eastern leg should run along existing transport corridors such as motorways and railways, as this would minimise the impacts of the route. It was argued that running parallel to existing train lines rather than the M1 would provide the quickest route. There was one suggestion for the route to follow the old Midland Main Line.

More specific suggestions were for an alternative route along the M1; for a route along the M1/A1; for a route following along the M621 corridor; and for a route running alongside the M42/A42/M1 throughout. An argument in favour of following the M1 was that this would avoid East Midlands Airport, Long Eaton, Toton and Erewash Canal. There was one suggestion for the route from London to Leeds to leave London in a tunnel and follow the Midlands Main Line and then the M1.

There were general calls to consider shortening the route, as this could reduce costs, or for the route to be less direct, so that towns and local facilities could be avoided.

There were a handful of general suggestions about tunnels, with respondents making the general point that there should be more tunnels or that tunnels should be used to mitigate the impacts of the route. There was one suggestion to tunnel the route along the M1 and another to tunnel under North Warwickshire to mitigate social and environmental impacts. Several respondents suggested using more cuttings to minimise impacts along the route.

There were several general comments to reconsider the location of depots or to locate depots on brownfield sites.

There were several suggestions for viaducts and bridges to blend into the countryside and for bridges to be kept low (although one respondent argued for low bridges to be avoided). Several respondents said that embankments should be lowered or tapered.

There were a few general requests for access to canals to be maintained during construction; for the route to have minimal impact on navigation; for mitigation to be carried out and for restoration work to be allowed to continue. Chesterfield Canal Trust argued that HS2 Ltd should utilise Canal & River Trust 'design principles' for designing the route near waterways.

There were several calls for construction impacts on roads to be minimised. One respondent suggested that construction access in the Woodthorpe/Netherthorpe area via the A619 avoiding peak hours would keep disruption to a minimum.

It was argued by several respondents that access to public rights of way, footpaths and trails should, where feasible, not be affected by the route. Ramblers West Riding Area suggested that there should be high quality replacement crossings, satisfactory diversionary routes and enhancements to public rights of way where possible. Suggestions in relation to the Trans Pennine Trail were that replacement trails of an equivalent or better standard should be provided. Nottingham County Council suggested further consultation to understand patterns of movement and to develop mitigation. Derby and Derbyshire Local Access Forum said that it is important to recognise that rights of way are used for different purposes and there is not one universal solution to mitigation.

## **6.8 The eastern leg: campaigns and petitions**

Fourteen of the campaigns submitted by respondents commented upon the eastern leg. Relevant sections of the campaigns, along with the number of responses received, are included below. Two petitions relating to these proposals were received.

**Table 6.7 Campaigns submitted as part of the consultation on the route from the West Midlands to Manchester, Leeds and beyond**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>		<b>Number of responses</b>
West Midlands and Leeds Part 1 (SOWHAT)		708
Stop HS2 through Altofts		445
Rixton-with-Glazebrook response form campaign		441
The Lee Brigg Club		296
Chesterfield-canal-trust.org		201
StopHS2.org Part 2		170
StopHS2.org Part 1		152
North West Leicestershire Objection		127
West Midlands and Leeds Part 2 (SOWHAT)		114
Opposed to the Construction of HS2		45
Campaign submitted by various businesses – Part 1		16
Warrington Stop HS2		7
Online campaign 2		7
Campaign submitted by various businesses – Part 2		5
<b>Petitions</b>		<b>Number of signatories</b>
Lower Lewden Residents		22
Oppose route through Ward 5 of Wakefield District		285

### 6.8.1 Overall comments about the proposals

Two campaigns made positive comments about the route from the West Midlands to Leeds. **Campaign submitted by various businesses – Part 1** (16 responses) and **Part 2** (5 responses) both agreed with the proposed route to Leeds, so long as the connections to the ECML and Scotland remained adequate.

The remainder of the campaigns commenting on the eastern leg made negative comments.

**Online Campaign 2** (7 responses) strongly disagreed with the proposals for the eastern leg.

Four campaigns stated disagreement with the eastern leg. **StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) had similar reasons for

disagreement with the eastern leg as for the western leg, saying the proposals had not been properly thought through, contending that there had been no proper assessment of impacts.

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) also disagreed with the eastern leg for the same reasons as the western leg. The campaigns contended that it would destroy green belt land, stating that this could be avoided if existing transport corridors were used instead of the proposed route.

### 6.8.2 Austrey to Ashby-de-la-Zouch

One campaign made comments on this section of route. **North West Leicestershire Objection** (127 responses) said there would be no economic benefit in Leicestershire as the closest proposed station, Toton, did not benefit any of the cities in the region. It was contended that North West Leicestershire would suffer significant transport disruption and environmental damage through noise during construction and that communities close to the route would suffer from continuing noise pollution once services began.

**Opposed to the Construction of HS2** (45 responses) was critical of the role of sustainability in route choice. It said that alternatives, such as that put forward by the Tonge and Breedon Action Group, would be cheaper, and would minimise HS2's impact on communities in North West Leicestershire. It expressed concern about the 10-15m high embankment which would be visible from Tonge and parts of Breedon, and which it contended would produce noise pollution.

### 6.8.3 Approach to Toton

One campaign made comments on this section of route. **Opposed to the Construction of HS2** (45 responses) stated strong disagreement with the proposed route between Ashby-de-la-Zouch and Toton. It suggested that alternative routes, such as that put forward by the Tonge and Breedon HS2 Action Group, would minimise the effects of HS2 on local communities and be more cost-effective. It also said that respondents would have a greater journey time to London because of the need to go to Toton first, especially as Network Rail intended to speed up existing Midland Main Line services by electrification.

## 6.8.4 Chesterfield Canal and the surrounding areas

One campaign made comments on this section of route. **Chesterfield-canal-trust.org** (201 responses) disagreed with the route in general, and strongly disagreed with the proposed link to the Staveley IMD, because of impacts on the restoration route of the Chesterfield Canal at Renishaw and Killamarsh.

## 6.8.5 Hoyland to Barnsley

One petition made comments on this section of route. Signatories of the **Lower Lewden Residents** (22 signatures) petition expressed concern over visual and audible impacts of the route on the countryside, potential blight for residents, and impacts of elevated sections of track. It said that many nearby buildings are Grade II listed, and are therefore limited in how alterations can be made to negate noise and visual impacts. It also said that the route appears to pass over or next to a 'shaft' marked on the historical maps and raised concerns about the impact of mine workings on construction. Information was requested on the impact of construction on public transport and road access on Wombwell Lane & Station Road. The petition discussed impacts of embankments on the Trans Pennine Trail, arguing that it was unclear how this would be handled and contending that tunnels or enclosed underpasses would be unsuitable for country paths due to the potential for criminal activity.

An alternative route was suggested, pushing the line to the south east as it passes under the A633 and approaches Swaithe. The track would pass over the existing Barnsley rail line at the other end of the viaduct, before then tunnelling under Wombwell Woods and Hoyland. It was argued that this would straighten the route and potentially reduce the length of viaduct required at Worsbrough Dale and would lessen the impact to houses at Swaithe and Worsbrough Dale.

The **Lower Lewden Residents** (22 signatures) petition said it was critical of the route being built on green belt land. It also contended that a significant number of mature trees would be lost. It said that the Worsbrough branch of the Barnsley canal restoration scheme would be impacted by the proposed route, and that there have been past government assurances that the canal would be preserved.

## 6.8.6 Royston to Garforth

Four campaigns and one petition made comments on this section of route.

**West Midlands and Leeds Part 1** (708 responses) and **Part 2** (114 responses) strongly disagreed with the proposed route, particularly the section through the Aire

Valley. The campaigns expressed concerns about negative impacts on Garforth, Woodlesford and Swillington.

The campaigns argued that the route would blight property prices and make areas undesirable, contending that this would undo the benefits of recent investment in these areas. It was argued that the route would ruin local businesses, especially Swillington Organic Farm and Swillington Park Fishing, with impacts on jobs, education and training. It was further argued that the route would have a negative effect on the environment, especially local woodlands, rare birds and plants and a registered SSSI.

Concerns were expressed about the proposed viaducts in the Aire Valley as it was said that they would be too close to homes and would require new roads to be laid during construction. Other points included that construction disrupting local roads for between five and ten years; the route passing over former open cast mines and land affected by subsidence; and the risk of flooding because of all the non-permeable concrete poured into the floodplain.

The campaigns argued that the alternative route proposed by Alec Shelbrooke, MP for Elmet and Rothwell, would be preferable as it would cause less damage to the environment and less blight on the property market. It was contended that any route not in the Aire Valley would be cheaper because it would be shorter, and cause less blight. It was suggested that HS2 Ltd had to consider all possible alternative routes to find the right solution.

**Stop HS2 through Altofts** (445 responses) expressed concerns about the impact of the route on property. The campaign contended that there would be no benefits to Altofts and the route would cause noise and disruption. It was argued that the route would pass through or destroy seven public footpaths in Altofts. Concerns were expressed about connectivity to Wakefield given that existing trains from London would be cut and HS2 would not stop in Wakefield. The campaign contended that the route would pass through or destroy many wildlife habitats, SSSIs and one national park.

**Lee Brigg Club** (296 responses) expressed concern over property prices as well as the effects that it was contended that HS2 would have on the lifestyle of villagers, through destruction of footpaths and green belt land.

**Oppose route through Ward 5 of Wakefield District** (285 signatories) was against the route through Havercroft-with-Cold Hiendley, Ryhill, and South Hiendley. No further explanation was given.



# 7

## PROPOSALS FOR STATIONS (EASTERN LEG)

## CHAPTER 7 – PROPOSALS FOR STATIONS (EASTERN LEG)

This chapter provides a summary of responses to the consultation which address the issues relating to Question 5 and Question 6 in the consultation document.

### **Question 5 wording**

*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)?*

### **Question 6 wording**

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

This chapter summarises responses on the proposals for each station in turn:

Section 7.1: A Leeds station at Leeds New Lane.

Section 7.2: A South Yorkshire station at Sheffield Meadowhall

Section 7.3: An East Midlands Station at Toton

Section 7.4: Additional stations on the eastern leg

Reasons to agree and reasons to disagree with each proposed station are discussed. Responses have been broken down into i) comments on access and connectivity issues and ii) comments on community and economic impacts. Each section concludes with a consideration of alternatives and suggestions put forward by respondents.

## Summary of consultation responses

1,954 respondents provided comments about the proposed **station at Leeds New Lane**. In addition, seven campaigns commented on the proposals.

There were 525 respondents who agreed with the proposals and 914 disagreed with the proposals. Among those who agreed with the proposals, the main comment was that it would be a good and sensible idea to site the station as proposed. The convenience of the location and the potential economic benefits of the proposals were both arguments in favour of the station.

Among those who disagreed with the proposals, the two main reasons given were that a station is not required, and that the proposed site would be too far away from the existing station in Leeds city centre. The main alternatives proposed were building the station as close as possible to the existing Leeds station and upgrading the existing station instead of a new station being built.

While two campaigns (21 responses) were supportive, the other campaigns (777 responses) were negative because of connectivity concerns and community impacts. Four of the campaigns (770 responses) supported having the station at the existing Leeds station in Leeds city centre.

There were 1,983 respondents who provided comments about a proposed **South Yorkshire station at Sheffield Meadowhall**. In addition, eight campaigns commented on the proposals.

A total of 543 respondents said they agreed with the proposal and 935 disagreed. As with comments about the proposed station at Leeds New Lane, the main positive comment was that it would be sensible and a good idea to build the station as proposed. The main negative reasons given other than general objections to the station were that the proposed site would be inconvenient for passengers to access from the existing station in Sheffield city centre. The most commonly proposed alternative to the proposed station was to locate it in the city centre instead, either as part of the existing station or in another central location.

Two campaigns were in agreement (21 responses), six in opposition (785 responses). Connectivity and communities concerns were raised and it was argued that the station should be located in the city centre.

There were 2,003 respondents who provided comments about a proposed **East**

**Midlands station at Toton.** In addition, eight campaigns commented on the proposals.

A total of 514 respondents agreed with the proposal and 985 disagreed. As with the other two proposed stations, a number of respondents said that the proposed station at Toton was well considered, sensible and a good idea. The location was seen to be well-placed to serve major cities in the East Midlands. Other respondents made the opposite point; Toton was seen to be inconveniently located and poorly connected to public transport infrastructure. A number of alternative locations were proposed, including Derby, Nottingham and East Midlands Airport.

Two campaigns (21 responses) were in agreement with the proposal and the others disagreed. As with the other stations, concerns were expressed about connectivity issues and community impacts.

A common argument in responses to questions on all three stations was that there needs to be adequate connectivity with other rail services and public transport more generally. A range of suggestions were offered on how to achieve this.

Respondents were also asked if there should be **any additional stations on the eastern leg**. There were 142 respondents who said that there should be additional stations, and 1,263 said there should not be any additional stations. It was argued in support that there were not enough stations proposed and that there should be as many stations as possible. Among those opposing any additional stations, the two main arguments were that further additional stations would increase journey times, thus defeating the purpose of a high speed railway, and that the three stations proposed would be sufficient.

There were nine campaigns that commented on additional stations on the eastern leg, with most of them opposing any further stations. Four campaigns called for stations, specifying Derby (448 responses), Nottingham (448 responses), and East Midlands Parkway (45 responses) as additional stations.

## 7.1 Views on a Leeds station at Leeds New Lane

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about a station at Leeds New Lane. The remainder of respondents commenting did not express an opinion about the station overall.

<b>Non-campaigns</b>	<b>1,755</b>
Agree strongly	4
Agree	459
Agree with caveats	62
Neither agree nor disagree	316
Disagree	866
Disagree strongly	48
<b>Campaigns <sup>29</sup></b>	<b>798</b>
Agree with caveats	462
Disagree	329
Disagree strongly	7

### 7.1.1 Leeds New Lane: comments on the station

#### Reasons to agree

There were a few positive comments in terms of the proposed station being a good idea, and/or that it would be sensible to site the station as proposed. Other less frequently cited positive comments, made by a handful of respondents, were that the proposed location would be the most realistic and practical location; that it is needed; and that it would be in a convenient location in proximity to Leeds city centre.

*I do not see how any better solution could be arrived at, given the levels of use at the existing Leeds City station and the built up nature of the surroundings. I therefore support the New Lane site.*

Member of the public

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<sup>29</sup> For more information about these campaigns, please see Section 7.1.6 and also Chapter 3 of this report.

### **Comments on access and transport connectivity**

There were a handful of positive comments about connectivity with existing transport infrastructure. The main comment was that the proposed station at Leeds New Lane would improve connectivity given that it would be close to existing rail links.

There were also a handful of comments that the proposed station would fit in with the existing road network and that the location of a car park adjacent to Dewsbury Road would allow easy access to the motorway network and inner ring road.

Alec Shelbrooke, MP for Elmet and Rothwell, said that the proposed location for the station would allow a seamless link with a future tram system in Leeds and Bradford.

### **Comments on community and economic impacts**

There were a handful of positive comments about the impact of the proposed new station on local communities, including that the station could attract more commuters and businesses and that this would make the area south of the river a more vibrant place.

There were a few positive comments made about the economic impact of the proposed station. It was suggested that the station would help to regenerate the local area, and specifically that the South Bank area would be enhanced. Sheffield City Council said that the proposed station would maximise growth potential, as well as enhancing the economy of Leeds city centre and the entire region.

There were a handful of comments about benefits for business because businesses would be encouraged to locate to Leeds and commuters would stimulate business growth along the south side of the river.

### **Reasons to disagree**

There were two main negative comments made by a few respondents about the proposed station at Leeds New Lane. These points were that the proposed station would not be required, and that the proposed site would be too far away from the existing station.

### **Comments on access and transport connectivity**

The distance between the proposed and existing station led to a number of criticisms. There were a handful of arguments that passengers arriving at the existing Leeds station would have a 20 minute walk to transfer to HS2 services at the proposed new station and vice versa. There were also a handful of comments that the new station

would not offer a seamless through journey by public transport and that local public transport facilities were not adequate enough to transfer passengers to and from the new station. The current connectivity arrangements between the proposed station and existing stations were described as insubstantial. Concerns were expressed about the impact on overall journey times.

*I strongly disagree with this location as it is too far from Leeds station. Anyone arriving here will have a twenty minute walk to board a connecting train at Leeds station. This is not good enough and cancels out some of the time benefits of HS2.*

Member of the public

A few respondents raised concerns about traffic issues. The main criticism was that the proposed new station could increase traffic congestion in an already congested area. A handful of respondents argued that the proposed station could be disruptive to car users, and that the current road infrastructure would be unable to cope with increased traffic in the vicinity of the station.

There was also a comment that the area around Bridgewater Place, adjacent to the New Lane site, has been deemed unfit for pedestrians in windy conditions and as such would be unsafe.

### **Comments on community and economic impacts**

There were a handful of comments that the proposed station would not benefit Wakefield residents; that the station would not benefit people who do not live near Leeds; and that it would have a negative effect on the surrounding area, impacting local people.

There were a handful of comments that the proposed station would have a negative impact of properties in the area.

There were a handful of general comments about negative impacts on existing business in the area. Criticisms were that not enough jobs would be created to justify the new station, and that some local businesses might relocate elsewhere, thus creating job losses and unemployment.

It was contended by a handful of respondents that the station would have a visual impact; that the ambience of the local area would be affected; that the proposed station would encroach on conservation areas; and that the proposed station would not be consistent with planning policy for the south bank of Leeds.

A handful of respondents raised concerns about a pedestrian link to the existing station in terms of potential impact on the environment. The Canal and River Trust said that the link may require support structures in the River Aire that could affect navigation.

### 7.1.2 Alternatives and suggestions

A few respondents suggested upgrading the existing Leeds station instead, and building the new station as close as possible to the existing station to provide an easy interchange with other rail services. Railfuture suggested that the proposed station should be located in Marsh Lane.

A handful of respondents suggested that the new station should be built underground, and that the Government should look again at a previous proposal for this that had been discounted.

*The proposed station offers relatively poor connectivity to the existing rail station. A far better solution would be to look again at the underground station proposed but ruled out. Tunnelling is being used extensively into the centre of Manchester, but not into Leeds. An underground station would offer greatest connectivity to the city centre. It would also mean that the route out of Leeds could run northwards, making Leeds a "through" station rather than a terminus.*

Member of the public

Other suggestions made by a handful of respondents for the location of the station included to build it near Junction 46 of the A1/M1 on the basis that this would connect with existing rail links into Leeds; to locate it out of town to increase the catchment area; and to construct it on the outskirts of Leeds as there could be more room to develop parking facilities.

There were a few suggestions about the development of the proposed station at Leeds New Lane in terms of its integration with existing rail services. The main suggestion was that Leeds should be a through-station to connect cities such as Manchester, Liverpool, Hull, Newcastle and Middlesbrough more effectively.

It was mentioned that a through-station would allow for a northern extension in the future and would allow classic compatible trains to continue northward.

Network Rail said that the existing station in Leeds may need to be modernised to deal with additional HS2 throughput.



There were a number of other suggestions made by a handful of respondents about how to facilitate linkages between existing public transport and the proposed new station. Suggestions included having a fast bus service, or a walkway, and to improve the transfer of passengers from existing public transport services to the proposed new station. A handful of respondents also said that the provision of a tram link between the existing station and the proposed new station would be beneficial.

It was suggested that increasing parking at the southern drop off zone and removing the drop-off zone north of the station would reduce congestion on the busy junctions around Water Lane and Great Wilson Street.

There were a handful of comments that without full integration with existing local transport infrastructure, any potential economic benefits for the region would be reduced. Leeds City Council said there would be a need to ensure a jobs legacy so that all Leeds citizens can benefit from employment opportunities from HS2.

It was contended that the impact of the development of the station on woodland should be avoided or kept to a minimum, and that the proposals should not have a detrimental impact on the Canal Wharf Conservation Area or the Granary Wharf Conservation Area/waterfront.

### 7.1.3 Leeds New Lane: campaigns and petitions

Seven of the campaigns submitted by respondents commented upon the proposed station at Leeds New Lane. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 7.2 Campaigns submitted regarding the proposed station at Leeds New Lane**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Campaign submitted by various businesses – Part 1	16
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5

**Campaign submitted by various businesses – Part 1** (16 responses) and **Part 2** (5 responses) both said they agreed with the proposed new station at Leeds New Lane, as long as it incorporated adequate links to Scotland.

**Online Campaign 2** (7 responses) strongly disagreed with the station.

**StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) stated disagreement, arguing that the station at Leeds New Lane would not bring benefits, but would lead to problems with connections instead. It was contended that time spent to reach the station would cancel out any time saved in rail travel, a point also made by **Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses). These campaigns suggested an alternative option of locating the HS2 station directly under the existing station.

**Stop HS2 Part 2** (170 responses) went on to say that the proposals did not acknowledge the disruption that building the new stations would cause. It expressed concern over the possibility of communities having to fund any additional stations which might be constructed in their area.

## 7.2 Views on a South Yorkshire station at Sheffield Meadowhall

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about a station at Sheffield Meadowhall. The remainder of respondents commenting did not express an opinion about the station overall.

<b>Non-campaign</b>	<b>1,642</b>
Agree strongly	14
Agree	455
Agree with caveats	74
Neither agree nor disagree	164
Disagree	892
Disagree strongly	43
<b>Campaigns <sup>30</sup></b>	<b>806</b>
Agree with caveats	462
Disagree	329
Disagree strongly	15

### 7.2.1 Sheffield Meadowhall: comments on the proposed station

#### Reasons to agree

Some respondents said that the proposed South Yorkshire station at Sheffield Meadowhall would be sensible and that it would be a good idea to build the station as proposed.

Other less frequently cited positive comments by a handful of respondents included that the station would be better than in Sheffield city centre as it would benefit South Yorkshire; that it would be a convenient location for shoppers given Meadowhall shopping centre; and that there would be more car parking availability than if the

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<sup>30</sup> For more information about these campaigns, please see Section 7.2.6 and also Chapter 3 of this report.

station was built in Sheffield city centre. There was also a comment that a Meadowhall station would be preferable given topography which would make a through route to Sheffield city centre more difficult and expensive.

### **Comments on access and transport connectivity**

There were a handful of comments that the proposed station would be well connected to other rail services.

*Due to its connectivity and links to the various public and private transport networks in the vicinity of the proposed station site, the District Council agree that Sheffield Meadowhall, rather than Sheffield city centre, would be the most appropriate location for a station to serve South Yorkshire.*

Newark and Sherwood District Council

It was contended by a handful of respondents that the proposed station would provide excellent links to the rest of Yorkshire, that rail transfer to other stations would be facilitated, that Derbyshire residents would have improved access to Sheffield; and generally that the proposed new station would provide better access to local rail services than the proposed stations at Leeds New Lane and Toton.

There were some positive comments about services from the station. It was argued that the proposed station would not slow train speeds as much as it would if the station was in Sheffield city centre; that what was said to be a 90 minute journey time to London would be beneficial; and that generally the station would improve services to Leeds and also London.

There were a few positive comments about the proposed new station's connectivity more generally. It was contended that the Meadowhall location would be easily accessible; that the station would have the potential to link easily to other transport infrastructure in the area; and that Meadowhall would become a major transport hub.

A handful of respondents said that the station would be well connected by road to the main towns and cities in Yorkshire; that proximity to the M1 motorway would permit good connections to the surrounding area; and that the station would be more accessible to people who live outside of Sheffield. It was also said that the station would help relieve traffic congestion at Sheffield station, and that traffic congestion on the M1 motorway would be reduced.

A few respondents made positive comments about the proposed new station in relation to existing tram services. The main comment here was that the proposed new station would be well connected by trams to Sheffield city centre. It was said that the site of the proposed new station would offer better access to local tram services than the other proposed stations at Leeds New Lane and Toton.

### **Comments on community and economic impacts**

A few respondents made positive comments about the potential economic benefits of the station. There were a handful of comments that the proposed station would encourage growth in the surrounding area, and not just in Sheffield, that proposals would help boost the local economy of Rotherham, and that the station would open up new markets at a lower cost than a station in Sheffield city centre. Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council all said that a station at Sheffield Meadowhall would help bridge the north-south divide.

There were also a handful of comments about benefits to business. These comments were that the proposed new station would complement shopping facilities, and more general comments that the new station would be good for business in the Meadowhall area. Derbyshire and Peak District Campaign for Better Transport said that the station at Sheffield Meadowhall would open up new opportunities/markets in South Yorkshire.

There were a few positive comments about the impact of the proposed new station on local people. There were general remarks that the station would have a positive effect on the local area and local people. It was suggested by a handful of respondents that the location of the station would be more beneficial to the whole region than building it in Sheffield city centre. It was also contended by a handful of respondents that local people in towns and cities such as Rotherham, Doncaster and Barnsley would benefit from the proposed station location, with a handful of comments made that it would be more accessible than a station in Sheffield city centre.

There were a handful of positive comments about property impacts. Comments here included that the station would have a positive effect on property prices in the local area. Campaign for Rail said that it would be less damaging to people's homes than building the new station closer to the city centre.

### **Reasons to disagree**

By frequency of response, the top three negative comments were that the proposed station was wrong or not a good idea, that a new station was not required, and that the

proposed site would be inconvenient because was not close to Sheffield city centre. Each of these points were made by a few respondents.

### **Comments on access and transport connectivity**

Concerns were raised about the accessibility of the proposed station. There were a handful of comments that the proposal did not fit with government policy to link cities, that having to take a train to get to Sheffield city centre was not very sensible, that existing railway lines were already busy in the Meadowhall area, and that insufficient consideration had been given to the impacts of the proposed new station on transport infrastructure.

There were a handful of comments that the station would add extra travel time for passengers to get to or from it and that this would negate any savings in journey times by using HS2 services.

*Disagree. From the station at Sheffield Meadowhall it will take approx. 20 mins to reach Sheffield city centre. As people calculate journeys from the time of departure to arrival this will mean that the HS rail will take the same time as the existing upgraded electric route from London to Sheffield city centre. There is no value in providing the HS rail link to Sheffield Meadowhall.*

Member of the public

There were also general concerns expressed that people would have to travel to, or from, Sheffield city centre to the new station. The time taken to drive and park at the proposed new station site was raised as an issue. Other less frequently cited points (each from a handful of respondents) were that the proposed new station was not close to other transport links, that the station would not be easily accessible by public transport, and that current public transport links to Meadowhall were limited or poor.

It was contended that improvement to journey times to London from the station would be marginal at best, and possibly worse than using existing rail services; and that having new stations in close proximity to each other would defeat the purpose of high speed rail.

Some negative comments were made about traffic. The main points made by a few respondents were that local roads in the vicinity of Meadowhall were already congested by traffic, which would worsen if the proposed station was built; that the M1 motorway was already very busy; that the proposed station at Sheffield Meadowhall would cause traffic congestion and gridlock during both construction and operation phases; and that

the road network in the vicinity of the proposed new station was unsuitable or in poor condition. There were a handful of concerns about the current lack of parking availability at Meadowhall shopping centre and the implications of providing additional parking facilities.

There were also a handful of concerns raised about trams. It was contended that having to use the tram service to connect to Sheffield city centre would not be sensible; that current tram services at Meadowhall are not used to their full capacity; and that a tram service between the proposed new station and Sheffield city centre would add to journey times.

### **Comments on community and economic impacts**

A few respondents argued that locating the station outside of Sheffield would be of little use to local Sheffield residents. A handful of respondents said that the proposal would cause disruption for local people, and that the proposed station would offer no benefits to the community of north east Derbyshire.

It was contended by a handful of respondents that the proposed new station would not bring any economic benefits to Sheffield and that it would detract from the local economy.

*Building a new station at Meadowhall puts the retail area there at risk. Few people would travel from London to Meadowhall for shopping, but with such a convenient (and fast) connection to London, there is a risk that potential purchasers would go to London instead of Meadowhall. This could cause a damaging effect on the local economy.*

Member of the public

There were a handful of comments about the impact of the station on local businesses, with comments that it would be disruptive to business. It was argued that businesses in the centre of Sheffield would be negatively impacted and that the station could draw trade away from the city centre.

*At Sheffield, we are concerned that placement of the station at Meadowhall will undermine the viability of the city centre. Therefore, CBT calls for the investigation of an alternative route, to replace not supplement the current plan, with a city centre station.*

Campaign for Better Transport

Paul Bloomfield, MP for Sheffield Central, said the many business passengers would be put off by longer commutes to Meadowhall, and instead would travel to other stations such as Sheffield Victoria and Chesterfield.

Sheffield City Council said that the proposed station would have a negative impact on manufacturing businesses in the Lower Don Valley, and in the Sheffield City Region Enterprise Zone.

There were a few negative comments about employment. Each of the following aspects were cited by a handful of respondents: that the station would not encourage job creation; that the station would have a negative impact on jobs; and, that there could be increased traffic congestion, putting some people off from visiting Sheffield Meadowhall shopping centre, thus having a negative impact on jobs. There were also a handful of comments that a station in the centre of Sheffield would create more jobs and employment opportunities than a station at Sheffield Meadowhall.

There were a handful of general concerns about the potential impact of the station on people's homes and properties because of construction and congestion once the station is up and running.

There were a handful of comments that a new station in the area would add to pollution during construction, and that more passengers having to travel to the station by car would increase levels of pollution, and that the area of the proposed station is already affected by poor air quality and high levels of pollution.

There were also a handful of comments about increased car journeys being detrimental to the environment, and that the benefits of the station would not outweigh environmental damage. Sheffield Wildlife Trust said that a station in Sheffield city centre would be more beneficial from an ecological perspective.

There were a few concerns about the visual impacts of the proposed new station. It was argued that an enclosed station above Meadowhall shopping centre would impair the view across the Lower Don Valley, that an enclosed station would not be aesthetically pleasing, that the proposed height of the station would be intrusive, and that the proposed station would have a negative impact on the countryside.



## 7.2.2 Alternatives and suggestions

The main alternatives put forward centred on having the station located in Sheffield city centre either in addition to or as part of the existing station. Reasons given for building the station in Sheffield city centre were that it would be more beneficial and convenient as it would save time for passengers; and that it would improve connectivity and interchange between HS2 and conventional rail. A handful of respondents said that locating the proposed station in Sheffield city centre would avoid building a 4km long viaduct over the Lower Don Valley.

Some respondents, including Sheffield City Region Local Enterprise Partnership, suggested that a station in Sheffield city centre would bring more economic benefits than one based at Sheffield Meadowhall. It was also expressed that more commercial floor space could be developed if the station was built in Sheffield city centre.

A handful of respondents said that any station development in the city centre should not negatively impact the Wicker Arches or other listed buildings.

Other alternative locations for the proposed station as expressed by a handful of respondents included Junction 34 of the M1 on brownfield land, which it was said would provide better connectivity with the road network; towards the Tinsley viaduct with the aim of improving the view across the Lower Don Valley; alongside the M1 at J44/45 with the aim of facilitating onward journeys to the north; and closer to Robin Hood Airport.

In terms of transport requirements, the provision of additional car parking facilities was suggested and a handful of respondents suggested that cycle paths/cycle racks should be planned to improve access to the station. The need for connectivity with existing rail services was also highlighted.

A handful of respondents said that plans for the future of Meadowhall shopping complex should be investigated before the proposed new station is built. British Land was one such respondent who said that the impact of proposals on Meadowhall shopping centre needs to be fully addressed.

### 7.2.3 Sheffield Meadowhall: campaign responses and petitions

Eight of the campaigns submitted by respondents made comments about the proposed station at Sheffield Meadowhall. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 7.4 Campaigns submitted regarding the proposed station at Sheffield Meadowhall**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Campaign submitted by various businesses – Part 1	16
Online campaign 3	8
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5

**Campaign submitted by various businesses – Part 1** (16 responses) And **Part 2** (5 responses) both said they agreed with the proposed new station at Sheffield Meadowhall, as long as it incorporated adequate links to Scotland.

Two campaigns strongly disagreed with the proposed station. These were **Online Campaign 2** (7 responses) and **Online Campaign 3** (8 responses). **Online Campaign 3** said the city and region would be best served by a station in Sheffield city centre as there are more train lines running into the Sheffield Midland station from other regions than run into Meadowhall. It was contended that this would also eliminate difficulties for populations to the south and west of the city reaching Meadowhall at peak times. It argued that the Royal Victoria Hotel, an alternative site suggested by other respondents, would not be suitable as the hotel is a significant heritage site and a major employer for the city.

Four campaigns expressed disagreement with the proposed station.

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) also supported an alternative location in the centre of Sheffield on the

basis that any time saved on the high speed line would be lost by a further journey into central Sheffield. The campaign argued that the cost of additional infrastructure in Sheffield was not part of the HS2 budget, yet the proposed site meant this money had to be spent.

**StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) also disagreed, saying the station at Sheffield Meadowhall would not bring benefits but would lead to problems with connections instead. It said building stations that were not properly linked to the network and that time spent to reach the station would cancel out any time savings. **Stop HS2 Part 2** (170 responses) went on to comment that the proposals did not acknowledge the disruption that building the new stations would cause. It then expressed concern over the possibility of communities having to fund any additional stations which might be constructed in their area.

### 7.3 Views on an East Midlands station at Toton

The table below shows the number of respondents who expressed specific agreement, disagreement or neutral views about a station at Toton. The remainder of respondents commenting did not express an opinion about the station overall.

<b>Non-campaigns</b>	<b>1,682</b>
Agree strongly	22
Agree	386
Agree with caveats	106
Neither agree nor disagree	183
Disagree	925
Disagree strongly	60
<b>Campaigns<sup>31</sup></b>	<b>806</b>
Agree with caveats	462
Disagree	329
Disagree strongly	15

<sup>31</sup> For more information about these campaigns, please see Section 7.3.6 and also Chapter 3 of this report.

### 7.3.1 Toton: comments on the proposed station

#### Reasons to agree

Some respondents said that the proposed station was well considered, sensible, and generally a good idea. There were various justifications for this, with a primary reason being that the station in Toton would be well-placed to serve major cities in the East Midlands, including Derby, Nottingham, Leicester and Sheffield, as well as smaller local towns. It was argued that it is particularly convenient for car users from these areas.

*I fully support the proposed East Midlands Hub station. It is ideally positioned to serve both Nottingham and Derby and the wider East Midlands. A large interchange station needs building to tie-in with the existing 'classic' rail network and NET should be extended to the station and westwards into Derby city centre.*

Member of the public

A handful of respondents said they preferred the proposed location to the possible alternative suggestion of having a station in Derby, or at East Midlands Airport.

#### Comments on access and transport connectivity

It was argued by a few that the station would be well connected to the existing rail network, facilitating onwards travel to major cities, regional towns and airports. A handful of respondents contended that the proposed station would be well served by public transport, while several said that the station would be ideal for access from the motorway network, particularly the M1 and A52.

There were a handful of positive comments welcoming improved journey times and through services in the East Midlands as a result of the station at Toton. More specifically, several respondents said that having the station in Toton would provide the fastest possible HS2 journey times to Yorkshire.

#### Comments on community and economic impacts

The main economic argument in support of the station at Toton was that it would encourage economic development in the local area. A handful contended that benefits would be felt in local towns, as well as in Nottingham and the wider region. Several respondents said that the proposed station would lead to the creation of new jobs in the local area. A handful also argued that the creation of new housing stock as part of regeneration plans would be beneficial.

Several respondents commented that the proposed station would benefit the local community in Toton.

### **Reasons to disagree**

Some respondents expressed general disagreement with the proposed station, commenting that it would be inappropriate and not required. There were a handful of comments that the station would not bring many benefits to the area. In terms of station layout, there were concerns expressed over the gradient at which trains would be required to enter the station if classic and HS2 platforms were to be adjacent to each other. A few had concerns over the viability of parkway stations in general, and therefore were against constructing one at Toton.

### **Comments on access and transport connectivity**

The main objection to the proposed station was that Toton's remote location could be inconvenient for passengers, with some respondents stating that the additional travel time to the station from regional towns and cities would negate any benefits of shorter train journey times.

A few argued that for some destinations overall journey times would be only slightly quicker, or, in some cases, would be longer on HS2 than on the conventional network. This was of particular concern for passengers from Nottingham and North West Leicestershire, and for users of services running from Toton to London.

A few respondents said the station was too far from Nottingham city centre, while on the contrary, others said the location was too Nottingham-centric and would not serve to benefit people in wider areas such as Derbyshire and Leicestershire.

A few also said that the station would be poorly connected to the existing rail network, particularly for connections to Nottingham, Derby and Leicester, and that the station would not be supported by properly integrated public transport links.

Some concerns were expressed about the impact of the proposed station on existing services, particularly the possibility of delays in services on the existing network due to an additional stop at Toton.

Several respondents contended that the tram link to Nottingham might not have sufficient capacity to deal with HS2 passenger numbers. Similarly, some thought that the local highway network, including the A52 and A453, would not be sufficient to support the station. Many of those who commented on traffic and transport in Toton

noted that the local roads are already prone to congestion, stating that this is likely to get worse once the station is in operation.

A handful of respondents were concerned by the knock-on effect that congestion in Toton could have on roads in the wider region, such as the M1. On a more local level, a handful were also concerned about increased congestion as a result of the closure of two level crossings, as well as on impacts of road closures during the construction period.

### **Comments on community and economic impacts**

Some respondents contended that benefits to their community would be minimal, with several raising concerns about the disruption that the station would bring to the local area, particularly increased traffic.

A handful of respondents who said that they lived close to the station argued that disruption during construction would impact their quality of life. Some respondents were concerned about the proximity or impact of the station to either their property, or other properties in the area. There were also a handful of concerns about negative impacts of the development on property prices.

Several respondents said that economic benefits would be minimal and that building the station in Toton would actually detract from the local economy. Derby City Council and a handful of other respondents were concerned that investment in Toton might undermine existing regional economic centres, such as Derby. A handful of respondents commented that the proposed station would be too costly.

Derbyshire County Council and several other respondents argued that any benefits to business would be delayed as office space would not be usable during construction as a result of noise and disruption.

In terms of environmental impact, a handful of respondents commented that routing through Toton would have a minimal impact on the environment compared to an alternative route through Derby.

Several respondents, including Derby City Council, expressed concerns about the potential impact of the station on the green belt area neighbouring the site, as well as the potential negative impact on agricultural land nearby. There were also several concerns over the potential negative impact that the proposed station and adjoining route would have on the local countryside. A handful of respondents addressed the

negative impact that the station could potentially have on local wildlife, particularly the nature reserve at Toton Sidings.

Some respondents were concerned about noise disruption to local residents during both the construction phase and operational phase.

There were a handful of comments relating to cultural heritage issues. The main comment was that a station development at Toton would negatively impact Stoney Clouds and also St. Giles' Church in the Sandiacre Conservation Area.

### **7.3.2 Alternatives and suggestions**

The main alternative suggestion was that the proposed station should be built in a regional city centre, instead of Toton. This would require re-routing of the line through city centres such as Nottingham, Derby or Leicester.

Nottingham was suggested by some respondents on the basis that it is a city centre location that would better serve major population centres. A few respondents suggested that a station here could be located at Phoenix Park for convenient links to the NET tram system. Leicester was also suggested as a suitable alternative by several respondents.

A few respondents suggested that the station be moved to a location closer to Leicester, or alternatively, that the hub remain in Toton, with connectivity to Leicester being improved.

Derby was also suggested by some as a good place for the hub station due to its existing connectivity and public transport links. Proponents of a station here argued that a hub station would bring benefits to the local community and spark regeneration which was seen to be necessary for the area.

Derby City Council called for the station to be in Derby, stating among other reasons, that this would have greater economic benefits. It said that although Derby would be its preferred option, stations in either Derby or Toton would lead to some negative impacts on the surrounding areas. The Council suggested that a masterplan is needed to make the hub station a success, wherever it would be situated.

*It is clear that the Derby option is more sensitive and less intrusive, the line through Derby is more direct and shorter and would therefore be cheaper to build enabling cost savings to be made, than the proposal, which would help to limit adverse impacts on local communities and environmental assets. However, there will still be adverse impacts along the proposed route that will need to be avoided, or minimised and mitigated through the detailed design process.*

Derby City Council

One respondent suggested that a suitable location for the station might be the brownfield site adjacent to Eastgate in Derby or on land occupied by the West Meadows industrial area.

Some respondents, including Railfuture and East Midlands Airport, suggested that the existing East Midlands Parkway station should be developed into an East Midlands Hub. One benefit was said to be improved connectivity resulting from existing road and rail connections to major cities as well as existing highway links to East Midlands Airport, which were not in place at Toton. Additionally, cost savings would be made due to the reduced need for tunnels and viaducts, and construction time would be shortened. Rushcliffe Borough Council suggested that the green belt land currently under review at Rushcliffe or the Ratcliffe-on-Soar power station could be suitable sites for an East Midlands Parkway station.

Alternatively, it was suggested by some that East Midlands Airport might be a better location, making the most of transport links in the area and being accessible for Leicester, Nottingham and Derby.

Given concerns over the viability of parkway stations, Friends of the Derwent Valley Line suggested that the hub at Toton might require a complementary city-centre station in Derby or Nottingham to be useful to passengers. Mid Yorkshire Chamber of Commerce argued that such a solution may undermine the integrity of the existing network.

Several respondents suggested a hub station in Coventry. Alternatively, one respondent argued that a new station should be in Trent, serving the Nottingham to Derby line, the Loughborough to Alfreton line and HS2.

There were a few suggestions in relation to connectivity to Toton, including general calls for investment in public transport to improve the station's accessibility.



Some respondents, including East Midlands Councils and East Midlands Airport, suggested that rail links specifically need to be upgraded, with shuttle routes created to key locations. The main necessary links suggested were to Nottingham, Leicester and Derby, with the Peak District also being mentioned. There were also a handful of requests for improved links to smaller locations such as Alfreton, Ilkeston and Langley Mill. More generally, it was felt that onward connections to the Midland Main Line from Toton would be beneficial.

Rail links to airports were also discussed, with some suggestions that there should be direct rail connections from Toton to airports in the region, namely Robin Hood Airport, East Midlands Airport and Leeds Airport.

There were suggestions in relation to other forms of public transport. Nottinghamshire County Council, East Midlands Councils and Ashfield District Council mentioned the need for improved connectivity with local bus routes, provision of facilities for cyclists, and pedestrian footpaths. Several respondents suggested local tram links should be expanded, with some of these respondents suggesting facilities be put in place for an extension beyond the hub at Toton. Several argued that the layout of the tram terminus on the upper level should be lowered.

*In addition to NET access to the Hub Station, there must be provision for appropriate local road access for local buses and taxis and for cyclists and pedestrians in the immediate localities of Toton, Stapleford and Long Eaton. Although the Hub Station will be a regional facility it will have very significant local impacts and it is vital that it is fully integrated into the existing urban fabric, rather than functioning as an alien structure unrelated to surrounding communities.*

East Midlands Councils

Some respondents requested that the road infrastructure surrounding the station be upgraded to facilitate ease of access. Suggestions for improvements were a new junction off the M1, upgrades to the existing Junction 25 of the M1 and construction of several grade-separated junctions. Some suggested the creation of a route avoiding the A52, while others, including Anna Soubry, MP for Broxtowe, and Nottingham City Council felt the A52 should be upgraded and used as the main access route.

It was also suggested by a handful that a traffic management system should be put in place to minimise congestion on the roads. Broxtowe Borough Council requested there be no direct access to the station from Banks Road or Bessell Lane in order to minimise congestion. There was a suggestion that a park and ride system may be helpful.

To mitigate potential environmental impacts, one suggestion was natural screening from planted trees between the station and Toton housing estate to reduce sound pollution from prevailing winds. Another suggestion was for a 60m restriction to be applied to the high and low level tracks to offset impact on the majority of houses. There was a more general call for any impacts on ancient woodland close to the station to be avoided.

There were a few mentions of the need for mitigation of noise pollution for the benefit of local residents, during both construction and operation.

It was suggested that the land between the existing line and the proposed HS2 line should be acquired to minimise construction impacts.

A handful of respondents suggested that making the hub station a multi-use site could maximise the economic benefits. For example, sidings could be used as a commercial development opportunity and land around the station could be regenerated.

One respondent suggested that residential developments near the station should occur earlier to maximise economic benefit. It was suggested that the land surrounding the station site should be acquired for use by HS2 Ltd before the proposed housing development at Toton Sidings takes place.

A handful suggested keeping the station in Toton but re-naming it so that it reflected more closely the area it serves.

An alternative layout for the station was proposed, with the concourse turned eastwards, providing a pedestrian entrance and a local bus terminal at Banks Road. It was also suggested that the land to the north east of the site should be used as a car park or transport interchange.

### 7.3.3 East Midlands Hub Station at Toton: campaigns and petitions

Eight of the campaigns submitted by respondents commented on the East Midlands hub station at Toton. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 7.6 Campaigns submitted regarding the proposed East Midlands Hub Station at Toton**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
StopHS2.org Part 2	170
StopHS2.org Part 1	152
North West Leicestershire Objection	127
Campaign submitted by various businesses – Part 1	16
Warrington Stop HS2	7
Online campaign 2	7
Campaign submitted by various businesses – Part 2	5

**Campaign submitted by various businesses – Part 1** (16 responses) and **Campaign submitted by various businesses – Part 2** (5 responses) agreed with the proposed new stations in Toton, as long as it had adequate links to Scotland.

**Warrington Stop HS2** (7 responses) and the **Rixton-with-Glazebrook Response form** (441 responses) argued that if the station were to go ahead, there would need to be additional infrastructure spending linking Toton to city centres. Concerns were expressed that the HS2 budget had not accounted for this.

Four campaigns expressed strong disagreement or disagreement with the proposal.

**Online Campaign 2** (7 responses) stated a strong objection to the proposed station at Toton.

**North West Leicestershire Objection** (126 responses) contended that a station at Toton would not benefit any of the cities in North West Leicestershire specifically.

**StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) also disagreed, saying the station at Toton would not bring benefits but would lead to

problems with connections. The campaign argued that building stations not properly linked to the network and the time spent to reach the station would cancel out any time savings. **Stop HS2 Part 2** (170 responses) went on to say that the proposals did not acknowledge the disruption that building the new stations would cause. The campaign expressed concern over the possibility of communities having to fund any additional stations which might be constructed in their area.

## 7.4 Views on additional stations on the eastern leg

The table below shows the number of respondents who expressed specific support, opposition or neutral views about additional stations on the eastern leg. The remainder of respondents commenting did not express an opinion about additional stations overall.

<b>Non-campaigns</b>	<b>1,552</b>
Support strongly	2
Support	116
Support with caveats	24
Neither support nor oppose	147
Oppose	1,247
Oppose strongly	16
<b>Campaigns<sup>32</sup></b>	<b>836</b>
Support	493
Oppose	343

<sup>32</sup> For more information about these campaigns, please see Section 7.4.3 and also Chapter 3 of this report.

## 7.4.1 Additional stations on the eastern leg: comments on additional stations

### Reasons to support

Common arguments in support of additional stations were that there were not enough stations proposed, and that there should be as many stations as possible along the route.

The main reasons given were that additional stations would make HS2 more accessible for more people in more cities; had the potential to preserve or strengthen connections between cities; and would prevent communities from being isolated. A handful argued that having additional stations would help to ensure that more communities received the economic benefits of HS2, and would prevent economic decline in areas not served by HS2.

A handful argued that the lack of intermediate stations would mean that accessing areas to the North would be quicker by car, and that having additional stations would reduce car journeys due to shorter distances between stations.

Some respondents supported additional stations on the basis of potential capacity benefits. Comments were that more stations would increase capacity, and that more people would be encouraged to make shorter journeys on HS2.

One suggestion was that additional stations should be built only if they can be paid for within existing financial projections.

### Reasons to oppose

There were two main reasons given in opposition to having additional stations on the eastern leg. These were that additional stations would increase journey times, taking away the benefits of a high speed service, and that the three proposed stations at Toton, Leeds New Lane, and Sheffield Meadowhall would be sufficient to serve communities in the region.

*The Council accepts the need to ensure the route provides fast strategic connections between cities and is concerned that extra stations on the route would reduce journey times, making the connectivity less attractive.*

Broxtowe Borough Council

Some respondents said that no additional stations would be needed as the Midland Mainline already offers adequate services throughout the region and that additional

stations would only serve to duplicate services of existing stations. A handful of respondents argued that improving existing rail services would be better than building any additional HS2 stations.

A few respondents contended that additional stations would increase costs and would take away investment from existing rail services.

Some respondents were opposed to additional stations for environmental reasons, with several respondents suggesting that these would encourage the development of distribution centres on greenfield sites, with negative consequences for the environment.

Others were opposed because of potential impacts on local residents, with a handful of comments about lack of benefits to local people.

#### **7.4.2 Additional stations on the eastern leg: suggested locations**

A wide range of suggestions were given for additional stations in locations along the proposed route.

East Midlands Airport was put forward as a suggestion by some respondents on the basis that it makes sense to stop there as the proposed route would pass under the airport. This was proposed in addition to the hub at Toton by some but others, as discussed in section 7.3 above, suggested that a station at the airport might be an alternative to the proposed hub.

Other suggestions included a new station between Toton and Birmingham; between Ashby-de-la-Zouch and Measham; and between Toton and Meadowhall. It was suggested that a station in South Derbyshire Coalfield would benefit the local area, whilst stations in North West Leicestershire, Jacksdale, between Wakefield and Barnsley and south of Leeds might also be of benefit. Ilkeston was also put forward by a small handful of respondents, with one suggestion that a brownfield site off the A610 might be a suitable location.

Others requested additional stations in locations not currently on the proposed route. Popular suggestions were East Midlands Parkway and Leicester.

Some respondents thought Tamworth required an additional station in order to improve connectivity. However, a handful of other respondents disagreed, saying the existing WCML station in Tamworth was sufficient.

Responses from some respondents requested a station either in Chesterfield, or in a location convenient for the town's population. A handful mentioned Staveley as a suitable nearby location.

There were suggestions for an additional station in the centre of Sheffield, with suggestions for a spur into Sheffield from the station at Meadowhall, or a tunnel to take HS2 direct into the city centre. A few respondents thought the station should be built in addition to the proposed station at Sheffield Meadowhall. However, as discussed in sections 7.2 above, others suggested that a station at Sheffield city centre might be an alternative to the proposal.

Barnsley was suggested by a few respondents on the basis that this would bring various benefits, including employment, to the area.

A few respondents requested a station in the Wakefield area. Among these respondents, Kirkgate was the most popular site, linking with the national rail network and with other sites including Wakefield Westgate, Outwood and Castleford.

There were a few requests for a station in Hull or Doncaster to serve the North East, and a handful of requests for stations in Rotherham, Burton-on-Trent, Selby and Middlesbrough.

There were a handful of general comments; that stations should be in large towns and cities along the proposed route, and that there should be a station every 50 or 60 miles. Others said there should be additional stations only in locations where people's homes are not devalued and where businesses are not negatively affected.

### 7.4.3 Additional stations on the eastern leg: campaigns and petitions

Nine of the campaigns submitted by respondents commented on additional stations on the eastern leg. Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 7.8 Campaigns submitted regarding additional stations on the eastern leg**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Cheshire's Second Rail Revolution	715
West Midlands and Leeds Part 1 (SOWHAT)	708
Stop HS2 through Altofts	445
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
The Lee Brigg Club	296
Golborne from Hoo Green: Objection	275
Conservative Objection - Village of Lowton	251
Chesterfield-canal-trust.org	201
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
The Future Starts Here	159
StopHS2.org Part 1	152
North West Leicestershire Objection	127
Object Rixton & Glazebrook	117
West Midlands and Leeds Part 2 (SOWHAT)	114
Lymm Communities: Object	106
Opposed to the Construction of HS2	45
Parish Council and Community In Favour	41
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Online campaign 1	16
High speed line is unnecessary	10
Online campaign 3	8
Crewe station should move to Etruria	8
Warrington Stop HS2	7



**Table 7.8 Campaigns submitted regarding additional stations on the eastern leg**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Online campaign 2	7
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5
<b>Total</b>	<b>5,414</b>

Four campaigns supported additional stations on the eastern leg. **Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) said that Derby and Nottingham should have their own stations in the respective city centres. **Opposed to the Construction of HS2** (45 responses) requested an additional station at East Midlands Parkway.

**North West Leicestershire Objection** (126 responses) had concerns about the number of proposed stations, saying that if no additional stations were added, anticipated passenger numbers were only likely to be reached at the expense of existing, more convenient services.

Five campaigns were against additional stations on the eastern leg. **Online Campaign 1** (16 responses) and **StopHS2.org Part 1** (152 responses) were against HS2 and therefore against any additional stations. **Stop HS2 Part 2** (170 responses) repeated this point, adding the criticism that in promoting the idea of additional stations, HS2 Ltd has divided local authorities as they compete for stations to be built in their areas.

**Campaign submitted by various businesses – Part 1** (16 responses) and **Part 2** (5 responses) said that if the principle of HS2 was accepted, there should be no additional stations on the eastern leg. However, this was subject to there being adequate links to the ECML and Scotland.

# 8

## APPRAISAL OF SUSTAINABILITY

## CHAPTER 8 – APPRAISAL OF SUSTAINABILITY

This chapter provides a summary of responses to the consultation which address the issues relating to Question 7 in the consultation document.

### Question 7 wording

*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.*

An Appraisal of Sustainability (AoS) process has been used to help HS2 Ltd take account of sustainability issues at each stage of Phase Two's development. The findings of the AoS process are reported in detail in *Sustainability Statement - Volume 1: main report of the Appraisal of Sustainability*.<sup>33</sup> At a later stage, once the Government has identified its preferred scheme following this consultation, a more detailed Environmental Impact Assessment (EIA) which will assess the environmental effects of the scheme and identify measures that will be undertaken to mitigate these effects.

This chapter summarises comments on the topics examined in the Sustainability Statement: employment impact, housing, planning and development, property and community integrity/impact, health/equality/well-being, landscape and visual, biodiversity and wildlife, cultural heritage, noise and vibration, air quality/carbon emissions, safety, excavated material and waste production, material resource, climate resilience, water resources and flood risks, public rights of way and access. Themes were developed on the basis of these topics so that respondents' comments could be analysed thematically. This chapter also has a section on the environment, as many respondents commented more generally about the environment. It concludes with a consideration of the general comments made about the Appraisal of Sustainability.

Please note that location specific issues on sustainability can be found in Chapters 4 and 6 so that comments about specific sections of the route and their perceived sustainability impacts can be considered together.

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<sup>33</sup> Available at: <http://www.hs2.org.uk/phase-two/route-consultation/document-library/ajax/610/nojs>

## Summary of consultation responses

Positive comments about the Appraisal of Sustainability centred on employment benefits and the positive effect that the scheme could have on improving air quality and reducing carbon emissions.

Negative comments focused on the impact the line would have on the landscape/countryside, as well as concerns that it would lead to a loss of agriculture land, have a detrimental visual impact on the landscape, impact on green belt land, and cause habitat loss (ancient woodland in particular). It was suggested that, to alleviate the possible sustainability impacts of the route, that cuttings and tunnels could be used and that hedgerows could be planted alongside the route.

It was argued that the route would have a negative impact on communities and property. Concern was expressed over the negative health impacts the uncertainty of the route was seen to be creating, and it was contended that the route was likely to impact on health and well-being due to adverse noise and vibration impacts during both the construction and operational stages. It was also argued that impacts on housing and communities should be given greater weight than other factors.

There was general concern across a range of themes, that the Appraisal of Sustainability had not given key impacts due consideration or that it had not given them due weight. It was argued that there had been a lack of detail on mitigation measures.

Campaign responses were generally negative, describing the Appraisal of Sustainability as biased and inaccurate. Other negative comments and criticisms were that a full assessment had not been carried out on the impact of HS2 in terms of noise and visual disturbance, that rural communities would be negatively affected, and that environmental impacts were largely unknown.

## 8.1 Overview of comments on Appraisal of Sustainability

The table below covers all mentions of the key comments on sustainability themes, inclusive of those which have been linked to other themes and alternative suggestions elsewhere in the report.

**Table 8.1 Views on the Appraisal of Sustainability**

<b>Sustainability topics</b>	<b>Number of respondents mentioning</b>
Community integrity/impacts	2,481
Landscape and visual	1,271
Noise and vibration	971
Property	950
General comments on the environment	909
Land use resources	838
Biodiversity and wildlife	793
Health, well-being and equality	524
Employment impacts	570
Cultural heritage	507
Housing impacts	432
Air quality and carbon emissions	306
Water resources and flood risk	238
Access and public rights of way	236
Planning and development	215
Construction waste and material use	80
Safety and security	75
Climate resilience	73

## 8.2 Views on the Appraisal of Sustainability

This section is set out to reflect the order of the sustainability topics as they appear in the Sustainability Statement.

### 8.2.1 Employment and housing

It was contended by a handful of respondents that the scheme would have a positive influence on employment; that it would help to create employment opportunities during the construction phase and that it would bring employment to the north in general. A handful commenting specifically on the eastern leg felt that the proposed route would provide good employment opportunities for young people. A few respondents argued that the figures for the estimated number of jobs created from the construction of the route could not be proven.

There were a number of concerns that the route would not create enough employment or provide jobs in the long term, with a handful of arguments that it would only bring jobs during the construction phase. These concerns were also raised by several respondents who responded specifically to the western and eastern leg proposals.

A number of respondents, including Warwickshire County Council, raised concerns that the proposed route could lead to a reduction in the number of jobs. The loss of agricultural land and businesses as a result of the scheme were the main reasons put forward. Further to this, there was some unease that the route could cause displacement of jobs, with a handful of respondents making this point specifically in relation to the western leg. It was contended that the route would not create jobs in the north west and that employment in the region may actually suffer. Conversely, it was argued by a handful of respondents that the proposed route could serve to stabilise jobs.

There were a handful of comments that there was a need to improve skills to ensure that local people have access to the employment opportunities that would be created by the proposed scheme. Other suggestions for increasing employment were alternatives to the route altogether, such as re-opening old lines or upgrading rolling stock.

## 8.2.2 Property and community integrity

Several respondents commented that HS2 Ltd has given due consideration to the potential negative impacts that the line of route could have on communities or that the impacts had been addressed as much as possible.

*There are obviously impacts on individuals and communities. However I believe that a good deal of consideration has been given to how this can be minimized and those affected compensated.*

Member of the public

There was a wide range of comments about the perceived negative impact that the route would have on communities. These points were made in relation to both the western and eastern leg proposals, as well as the overall route. A number of respondents contended that the line of route would disrupt and destroy the communities that it went through. Some felt that it would have a negative impact specifically on rural communities. Several argued that irreversible damage would be caused to communities and that the route would isolate communities. Some who commented asserted that the line of route was already having a negative impact upon communities.

Some respondents suggested that the impacts of the proposed line of route on people's lives or on communities had not been given due weight. A handful suggested that the impact of the proposed route on communities should be duly assessed.

Some respondents felt that construction costs had taken priority over negative impacts on the community. A few suggested that the proposed route would negatively impact upon and lead to the loss of amenities, a point which was made in relation to both the western and eastern leg proposals.

It was argued that the proposed line of route should be one which affects communities the least. A few suggested that upgrading existing lines instead of building the route would prevent damage to communities.

There were a wide range of concerns regarding the potential negative effects the proposed line of route could have on property. There were criticisms that the route could lead to damage to or destruction of homes. A handful of respondents elaborated on this point, stating that this could lead to an unnecessary loss of homes when there is likely to be a housing shortage. In addition to this, a number of respondents argued that

the potential damage and upheaval to homes could not be justified by the construction of the route or the decrease in journey times that it would create.

A handful of respondents contended that the Appraisal of Sustainability did not give enough weight to the impact on homes, while several argued that impacts on housing should be given higher priority than other factors.

### **8.2.3 Access and public rights of way**

There were some concerns expressed about public rights of way in relation to both legs, with a few general comments on the need to make provisions for public footpaths and bridleways. Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council argued that all public rights of way should be included in surveys and that HS2 Ltd should discuss impacts on public rights of way with local access forums. The National Forest commented that route planning should seek to minimise its impact on rights of way. The Trans Pennine Trail made some specific suggestions for mitigation measures for the Trans Pennine Trail across both legs, for instance the design of bridges and underpasses for any diverted rights of way.

### **8.2.4 Planning and development**

In terms of planning and development issues, several respondents were concerned that the proposed route gives insufficient consideration to local infrastructure. A handful said that no regional development had been evidenced or that the scheme would have a negative effect on areas of development along the route. There were concerns from several respondents who commented specifically on the eastern leg that the proposed route could interfere with other developments in the region. It was suggested that the impact of the project on current and future development plans needed to be considered.

### **8.2.5 Noise and vibration**

Comments about noise and vibration were made in relation to the route overall, as well as the western and eastern legs more specifically. A number of respondents commented that there would be negative noise impacts alongside the route once it is in operation. Concerns were raised about potential impacts from vibration, particularly in relation to respondents' properties. Several respondents commented that there would be noise and vibrations during the construction phase.

It was contended that the Appraisal of Sustainability underestimated the potential noise impacts or that the impacts had not been addressed in enough detail.



There were suggestions to minimise noise impacts, including using embankments and planting trees or hedges alongside the route. It was also argued that HS2 Ltd should engage with communities near the route on the issue of noise mitigation.

### **8.2.6 Health, well-being and equality**

There were general concerns raised about the impact of the route on people's lives and well-being. It was argued that the benefits of the route were not sufficient justification for the perceived negative impacts on individuals.

It was argued that the route could cause people distress or adversely affect health and well-being. Several who commented specifically on the western leg proposals expressed concerns about the effects that construction would have on quality of life. A handful of respondents argued that noise in particular would have a detrimental impact on quality of life, a point also made specifically in relation to the western leg. A handful of those who commented on the eastern leg had concerns that pollution from HS2 could have an adverse effect on those who would be living close to the proposed route.

Some respondents contended that the proposed route, and the uncertainty related to it, is already hampering the quality of life of those living in close proximity. As a related point, it was argued that the proposed route is already causing stress to individuals and/or impacting on people's ability to plan their future. A handful of respondents were concerned that the route would impact on people's health in the future.

It was contended that that the Appraisal of Sustainability did not fairly take into account the distress and impacts on quality of life that the route would cause.

### **8.2.7 Landscape and visual impacts**

The majority of respondents commenting on this issue were concerned that the route would damage the countryside, with a number of respondents stating that they were worried specifically about the negative visual impact that the route would have on the landscape.

*The route as described will decimate many areas of our countryside to one degree or another.*

Member of the public

Some of those who commented specifically on western and eastern proposals were concerned over the potential effect that the route would have on the countryside. There were a handful of mentions of areas that were thought likely to be affected, in particular

Staffordshire, Cheshire, Derbyshire and Leicestershire. It was suggested by a handful of respondents, including East Midlands Councils, that tunnels and cuttings could be used to reduce the potential effect of the route on the countryside.

A few raised general concerns about impact of the route on Areas of Outstanding Natural Beauty. Further to this, some described the perceived damage caused by the proposed route as irreversible. Several respondents expressed concerns over the potential loss of land given the relative size of the UK.

A handful of respondents believed that the impact that the route could have on the countryside had been underestimated, while several argued that the Appraisal of Sustainability had not given consideration to the impact that the line of route and road realignments would have on the countryside. Linked to this, some contended that the building of viaducts is at odds with the Appraisal of Sustainability and a handful commented that it contained no details for mitigating the visual impacts of viaducts. It was suggested that the visual impacts, as reported in the Appraisal of Sustainability, should be re-assessed and that they should be a higher priority.

### **8.2.8 Cultural heritage**

A few respondents, including English Heritage and the National Trust, contended that listed buildings could either be damaged or destroyed by the route. It was also said that the route would pass close to or through heritage sites and local areas of historical significance, which could lead to them being spoiled. Details of specific sites can be found in either Chapter 4, for the western leg and Chapter 5 for western leg stations, or Chapter 6, for the eastern leg and Chapter 7 for eastern leg stations.

Several respondents argued that the damage to listed buildings would be irreversible, while a handful contended that the demolition of listed buildings meant that the proposal was not cost effective. It was suggested that tunnels or cuttings should be used to minimise the impact of the proposed route on cultural heritage.

A handful of respondents contended that the Appraisal of Sustainability did not consider the impact on heritage sites and listed buildings. Others argued that the Appraisal of Sustainability did not provide enough details on mitigation. Several respondents asserted that HS2 Ltd did not consider the value of the country's heritage to tourism as an issue.

### 8.2.9 Biodiversity and wildlife

A number of respondents focused upon the perceived damage the route could cause to ecological habitats and biodiversity. A handful who responded on the western leg proposals argued that the route would have a detrimental impact on wildlife and nature in Cheshire and Staffordshire. It was contended that the benefits of the proposed route would not justify the damage that would be caused to wildlife/habitats.

There were specific concerns that SSSIs would be damaged and that the route would intrude on protected wildlife sites. There were also a few comments that the route would fragment or isolate habitats. In addition to these points, a few argued that the route could affect flora and fauna, with a handful of respondents stating specifically that the Yellowhammer and the Willow Tit species of bird could be endangered. A few said that birds of prey, including barn owls, could also experience adverse impacts due to the proposed route.

One suggestion was to lengthen tunnels along the route which would help minimise effects on ecosystems and wildlife. It was also suggested that a countryside management fund to deliver long-term conservation/ biodiversity should be established.

Some respondents, including the Woodland Trust, argued that the route would cause damage and destruction to ancient woodland, woodland or national forests. There were a handful of comments that the loss of ancient woodland would not be mitigated fully, as the planting of new forests would not fully replace them. Several respondents contended that the scheme's benefits would not outweigh the damage to woodland and ancient woodland.

A handful of respondents argued that the impact the route could have on ancient woodlands should be mitigated against, and that new replacement woodland should be planted.

*We therefore suggest that, in addition to appropriate tree planting for landscaping purposes, further woodland is created, on a scale and of a nature to fully compensate for the lost woodland area and character.*

Forestry Commission

A few respondents argued that the benefits of the route did not outweigh the damage caused to heritage areas, woodlands, ancient woodlands and other habitats. A few respondents also contended that the Appraisal of Sustainability had not given due

consideration to ecological factors or enough weight to the effects of the route on ancient woodlands, wildlife, and habitats.

### **8.2.10 Water resources and flood risk**

A few respondents had concerns that the construction of the route would lead to an increased risk of flooding. A handful of respondents said that the route would be built on existing floodplain or an area that is prone to flooding. Several respondents argued that proposals would increase pollution to water courses. A few respondents contended that the Appraisal of Sustainability did not adequately address the issues raised around constructing the route on a floodplain.

It was considered by a handful of respondents, including the Country Land and Business Association, that more work needed to be done to look at the impacts of the route on the water table, water courses, drainage, and pollution of the waterways.

### **8.2.11 Land use resources**

Some concerns were expressed in relation to the potential destruction and loss of green belt land, specifically in relation to Cheshire. A handful of responses contended that the status of the green belt had not been given due consideration, while several respondents argued that building on green belt land could undermine the sustainability of the whole project. In relation to the above points, several who commented on the route felt that the Appraisal of Sustainability did not fairly assess the issues linked to the green belt.

*The work will encroach on arable land, and into the ever-shrinking green belt. It is known that when this type of work occurs building on the land around increases, reducing farm land and the precious green belt, is this sustainable?*

Member of the public

The impacts on farming land were raised with a number of respondents, including the National Farmers Union. It was argued that the route would disrupt or lead to the loss of farm land. A handful said that the scheme could lead to the splitting of farms. A few expressed concerns over the impact the loss of land would have on food security and productivity. It was suggested that any good quality soil excavated could be used to improve the quality of poor agriculture land.

A few concerns were raised over the negative impact that the route would have on land in general, and on recreational land in particular. Several respondents contended that the amount of land which it was said would be lost due to the proposal is inaccurate. A handful of respondents argued that more land would be used for the proposed route than suggested in the Appraisal of Sustainability. It was argued that the amount of land lost needed to be clarified.

A few who responded specifically on the western and eastern leg proposals had concerns over possible mining subsidence which would make the areas unsafe for high speed rail. The areas mentioned were Derbyshire, Leicestershire, Yorkshire and Cheshire.

### **8.2.12 Construction waste and material use**

A few respondents expressed concern that building the route would consume a large amount of resources, with several arguing that the material resources estimated for the construction of the proposed route are inaccurate. There were a handful of arguments that excavations could cause a negative impact during the construction phase, while there were also concerns raised by a handful of people over disposal of the excess material/waste.

A handful of respondents suggested that local materials should be used to build the route.

*I suggest that all materials used for construction of the route should be sourced locally to the line and the use of recycled or secondary aggregates including ash should be maximised.*

Member of the public

### **8.2.13 Climate resilience**

It was contended by a handful of respondents that the threat of climate change had not been given sufficient consideration and several respondents argued that the proposal would create climate change issues.

### **8.2.14 Air quality and carbon emissions**

A handful of respondents contended that the route would help to reduce carbon dioxide emissions. Conversely there were some respondents who believed that the route would not result in lower carbon emissions or that it would actually cause an increase in pollution or greenhouse gases. Several who responded specifically on western leg proposals had concerns over the amount of dust that would be created from the route. A handful were concerned about the potential impact on local communities of an increase in pollution from the route. There were a handful of respondents who were concerned over the impact of possible pollution and emissions that could be created during the construction phase. It was suggested that reopening closed lines or encouraging use of existing train lines would help to minimise pollution.

A handful of respondents contended that the proposed route would not be carbon neutral or friendly, while there were several mentions that the carbon efficiency of the route was unclear. Linked to the latter point, concern was expressed over where the power for the trains running along the route would come from. A few respondents contended that the low carbon assessment was inaccurate, and a handful commented that the Appraisal of Sustainability did not cover the extra carbon that would be generated by the provision of electricity to the trains using the route.

### **8.2.15 Safety and security**

There were a few comments regarding safety and security along the proposed route. Several respondents argued that high speed rail itself is unsafe and there were also concerns, raised by a handful of respondents, that consideration had not be given to how to protect the line from security threats.

### **8.2.16 General comments on the environment**

The majority of respondents who made general comments on the environment argued that the route would have a damaging or negative impact on the environment.

*Environmental damage will be significant both during construction and subsequently during operation.*

Member of the public

A handful of respondents who commented on the western leg raised specific concerns about the environmental impacts of embankments, viaducts and bridges.

A few respondents contended that it was specifically the construction of the route that would negatively impact upon the environment. It was argued that upgrading or improving existing infrastructure would have less of an impact on the environment.

There were a number of respondents who were concerned that the benefits of the proposals would not outweigh the damage that the route would have on the environment. A few respondents contended that the Appraisal of Sustainability did not duly consider or detail the impact on the environment.

### **8.2.17 Overall comments on the Appraisal of Sustainability**

Some respondents commented that the Appraisal of Sustainability was well thought out, well considered or provided a good assessment of the impacts/issues.

*Having now viewed the comments in the AoS, I am confident of the process used to evaluate this aspect.*

Member of the public

Conversely a number of respondents thought that it was inadequate, lacked detail or was poorly thought out. In relation to this, some expressed concern that the Appraisal of Sustainability did not include an environmental survey or an Environmental Impact Assessment. A number of respondents said that the Appraisal of Sustainability was inaccurate, with a few arguing that it contained too many assumptions.

### 8.3 Appraisal of Sustainability: Campaign responses and petitions

Eleven of the campaigns submitted by respondents were in regards to, or included comments about, the Appraisal of Sustainability. All of these discussed criticisms of the document. Relevant sections of the campaigns, along with the number of responses received are included below.

**Table 8.2 Campaigns submitted regarding the Appraisal of Sustainability**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Lymm Communities: Object	106
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Warrington Stop HS2	7
Online campaign 2	7
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5

**Disagree: HS2 and Beyond** (426 responses), **Online Campaign 2** (7 responses), **Mid-Cheshire Against HS2 Campaign Response** (19 responses), **StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) all stated disagreement with the Appraisal of Sustainability, saying it is biased or inaccurate.

Various reasons were given for disagreement with the Appraisal of Sustainability. These are detailed below.

**Cannot be Justified** (6 responses) and both **Campaign submitted by various businesses – Part 1** (16 responses) and **Part 2** (5 responses) said although the document identified the possible impacts on such issues as employment, noise, air quality and the landscape, it had not carried out detailed survey work on these issues.

**Lymm Communities: Object** (106 responses) criticised the document on the basis that it did not take heed of evidence of the likely effects of the proposals. Respondents



said it recognised, but would not directly address, the effect of noise and visual disturbance in the floodplains surrounding the route.

The campaign contended that the Appraisal of Sustainability failed to acknowledge that the Exceptional Hardship Scheme had given little help to most of those affected so far.

**Mid-Cheshire Against HS2 Campaign Response** (19 responses) said that HS2 would damage rural communities, bisect villages and blight a wide band of land either side of the line.

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) said that in the Appraisal of Sustainability, the effects of noise and noise mitigation had not been shown, and that, in practice, noise from viaducts would be hard to reduce. **Mid-Cheshire Against HS2 Campaign Response** (19 responses) also had concerns about noise mitigation, arguing that it was unreasonable to acknowledge that noise would go up noticeably in some areas and yet not to take measures to reduce the effects. It was said that places that were shown on the maps as 'preliminary candidate areas for mitigation' should get effective noise mitigation measures if HS2 went ahead.

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) also discussed the visual impacts of viaducts. The campaigns argued that visual impacts could not be reduced by any other means than tunnelling, but that local topography had not been sufficiently appreciated and neither option was carbon friendly. The campaigns contended that as the environmental impact was largely unknown, the case for HS2 was exaggerated and based on unproven models.

The campaigns questioned how 400,000 new jobs would be created, and expressed concerns about the potential for regional economic benefits. They argued that high speed rail in Europe had benefited capital cities but drawn work and investment away from the provinces. **Cannot be Justified** (6 responses) expressed similar concerns, with the additional argument that most of these jobs would not be new, but would result from the transfer of staff from other places to the new stations. It was also argued that there had been no account taken of the job losses caused by cuts to existing rail services.

**StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) said the route would damage local economies, with mineral extraction, tourism and farming being most at risk. Concerns were expressed about noise impacts on communities along the route, as well as more general negative impacts on woodland, historical sites

and natural habitats. The campaigns were concerned about the intended risk of flooding and ground collapse as a result of HS2. It was contended that there had also been too little understanding of the effect on property prices and road and rail traffic.

These campaigns argued that a considered response to the question about the Appraisal of Sustainability was impossible as information on the proposed routes was lacking, particularly with regards to the effect the scheme would have on the environment. It was contended that some of the conclusions in the document were unacceptable, such as the view that a high speed line through a series of ancient woodland would have only a moderate effect on those same woods.

**Stop HS2 Part 2** and **Mid-Cheshire Against HS2 Campaign Response** (19 responses) requested that the statement that HS2 would support a low-carbon economy be removed from the Appraisal of Sustainability, contending that this was known to be untrue. **Stop HS2 Part 2** said the full carbon costs should be included, and there was no reference to how the necessary electricity would be generated. The response said that the proposals would make landscape mitigation impossible, and suggested that routes requiring long viaducts over open ground should not be considered.

**Cannot be Justified** (6 responses) also commented upon carbon emissions, saying the Phase One environmental study clearly showed heavy carbon emissions, and that Phase Two would only add to these. It expressed concern about impacts on wildlife sites and discussed economic damage to areas resulting from heavy traffic from heavy goods vehicles on the way to building sites.

Several campaigns addressed sustainability issues for more localised areas along the route. These are discussed within the eastern and western leg chapters in the relevant section for each location.

9

# FREED CAPACITY

## CHAPTER 9 – FREED CAPACITY

This chapter provides a summary of responses to the consultation which address the issues relating to Question 8 in the consultation document.

### Question 8 wording

*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?*

The HS2 network would allow many traditional long distance journeys on the existing rail network to be delivered by high speed trains instead. This could generate additional capacity for commuter, regional or freight services. The Department for Transport commissioned Network Rail to consider options for the future use of the existing rail network. Network Rail published *Better Connections: Options for the integration of High Speed 2*<sup>34</sup> in July 2013. This sets out three different approaches that could be taken in determining how services could be run on the existing network. These options are:

**Do Minimum** – broadly maintain the services that exist before HS2 Phase Two becomes operational.

**Incremental change to the existing network** – remove train services from the existing network which replicate new HS2 services and substitute these with new or extended services, aligning as far as practical with future predicted services.

**Integrated for increased connectivity** – provide a holistic approach and plan all rail services on the existing network to work in conjunction with HS2 services.

This chapter discusses responses on how freed capacity could be used. Many respondents also made more general comments about rail services and public transport infrastructure which are also considered in this chapter.

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<sup>34</sup> Available at <http://www.networkrail.co.uk/improvements/high-speed-rail/>

## Summary of consultation responses

3,042 respondents provided comments in relation to the question of freed capacity. In addition, 15 campaigns commented on the issue.

There were 563 respondents who made positive comments about freed capacity. Some of these comments related to the necessity of increasing capacity, with overcrowding, demand for rail services, encouraging more people to travel by rail and facilitating economic growth the most common reasons given in support of this.

There were 1,197 respondents who made negative comments about freed capacity. The three main arguments put forward were that capacity could be increased in other ways, that capacity would not be freed up by HS2 and that capacity was sufficient.

There were relatively few comments about the three approaches identified by Network Rail in *Better Connections: Options for the integration of High Speed 2* in determining how services could be run. The most commonly made comments were questioning or criticising the figures and assumptions used by Network Rail. The 'integrated for increased connectivity' approach received the most positive mentions. There were calls for more information about the proposed approaches and requests for the Government, Network Rail and key stakeholders to work together to determine how freed capacity should be used.

A total of 1,062 respondents made suggestions or proposed alternatives in relation to freed capacity. There were many different suggestions for improvements to existing services. More general points were that HS2 needs to be fully integrated into the existing network to maximise its benefits. The need to continue to invest in existing rail was raised, and there were requests that forthcoming improvements to lines such as the ECML should proceed as planned.

There were a number of more general comments about rail services. Many respondents argued that there should be investment in existing rail services such as the WCML and ECML as an alternative to HS2, or that old rail lines such as the Grand Central Line should be reopened. Concerns were raised about potential negative impacts of HS2 on existing services and it was said that existing service levels should be maintained. These points were made by campaign responses as well, some of which also questioned the need to free up capacity.

## 9.1 Overview of comments on approaches for freed capacity

**Table 9.1 Views on comments for freed capacity (number of responses)**

<b>Non-Campaigns</b>	<b>3,042</b>
Positive comments	563
Negative comments	1,197
Suggestions and alternatives	1,062
Comments on methods for determining released capacity	220
<b>Campaigns</b>	<b>1,592</b>
Negative comments	1,592

## 9.2 Views about freed capacity

Many respondents made positive comments about freed capacity. Some respondents commented that the prospect of freed capacity was a welcome one or a good idea. Releasing capacity was described as a necessity or essential. Overcrowding, demand for rail services, encouraging more people to travel by rail and facilitating economic growth were the most common reasons given.

*Britain's railways are experiencing the highest levels of growth for both passengers and freight for decades; we agree that there is therefore a strong case for building a new network; a high speed line to relieve capacity on the existing classic network. Alternatives such as a new classic line or capacity improvements on the existing rail network would result in very substantial disruption to the existing rail network, and may not deliver the step change required to cater for future growth in rail traffic.*

Liverpool City Region

There were also comments about areas where freed capacity would be welcomed. These covered a wide area including Birmingham, London, Leeds, Manchester, Nottingham, Sheffield, as well as more general comments about cross country services and the East Midlands, Derbyshire, Nottinghamshire and Yorkshire.

There were some general comments that freed capacity would improve existing rail services by providing greater quality, reliability and more seats. The benefits for the WCML, Midland Mainline and ECML were raised.

Many more respondents expressed criticisms and concerns about releasing capacity. Three main arguments emerged:

**Capacity could be increased in other ways.** While some respondents made this as a general point, others provided specific suggestions as to how capacity could be increased as an alternative to HS2. Adding extra carriages, replacing first class carriages with ordinary carriages and investing in the existing network were among the more popular suggestions. There were also suggestions that capacity could be improved by increasing the frequency of existing services.

**Capacity would not be freed up by HS2.** Again many respondents made this point generally, while others put forward specific reasons. The most common reasons given were that HS2 services would not be used or not used a great deal; ticket prices would be too expensive; advances in IT would negate the need to travel by train; or journeys not saving much time. Some respondents named specific services where they believed that capacity would not be freed up by HS2 (e.g. the Midland Main Line) or mentioned particular types of services (e.g. local commuter routes).

**Capacity is sufficient.** As a related point, some respondents queried whether capacity is an issue at all. Some respondents made this point generally, while others gave specific examples of capacity being sufficient on particular services and in particular areas (the WCML got the most mentions).

As a related point, it was argued by some respondents that HS2 should not be justified on the basis of freed capacity or that releasing capacity is not enough of a reason for the scheme.

There were more general arguments put forward in respect of other alternatives to HS2. Upgrading the WCML was mentioned most often in relation to the western leg. The ECML and Midland Main Line were suggested most often in relation to the eastern leg and there were also a handful of mentions of the Trans-Pennine rail route. Arguments put forward in favour of investing in existing rail services were that this would be more cost effective, less disruptive and would bring about better connectivity.

There were a few general calls to reopen old lines instead of building HS2, with the old Grand Central Line and the Strathspey Railway both mentioned.

There were a few comments about scenarios where capacity would not be released. The relationship between HS2 ticket prices and freed capacity was raised, with the point made that if prices were too high this would limit how much capacity was released. It was argued that capacity would not be freed if services for towns and cities not served by HS2 were reduced in frequency.

There were relatively few specific comments about the three different approaches Network Rail identified in determining how services could be run on the existing network:

The **‘integrated for increased connectivity’** approach received the most positive mentions, being described as logical, encouraging more rail travel, providing benefits for many and being better value for money. The point was made that this approach needs to allow for the upgrading of local routes and the re-introduction of local stopping services. Several respondents argued that this approach would not meet expectations. A handful of respondents argued that a ‘hub and spoke’ approach, which is part of the ‘integrated for increased connectivity’ approach, would lead to a reduction in services.

Fewer respondents commented that **‘incremental change to the existing network’** was the most logical approach. Others argued that this approach would be disruptive and cause delays. Sheffield City Region suggested that this approach could be appropriate in the short to medium term.

One respondent commented that the **‘Do Minimum’** approach would be best for Lymm and Warrington.

A few respondents commented that the potential appeal of the different alternatives was contingent on how they actually operated in practice. The provision of illustrative post-HS2 timetables was suggested to enable interested parties to understand the implications of HS2 on existing services.

*Whilst the Integrated Connectivity Approach might be intuitively attractive, it is conditional on several elements relating to availability and quality of connecting services.*

Leicestershire County Council

The most commonly made comments about Network Rail’s approaches were to query the figures provided in relation to freed capacity and future passenger demand. These figures were described as exaggerated, flawed or lacking evidence. A few respondents



commented that it is impossible to forecast passenger figures. Several respondents said that there was not enough information to comment and asked for more information.

The importance of HS2 working together with Network Rail, train operating companies and local authorities to determine the best approach to how freed capacity should be used was stressed by several respondents.

*This freed up capacity will only be worthwhile if a comprehensive industry wide review with key stakeholders takes place looking at how interconnectivity opportunities with HS2 should be maximised.*

Leeds City Council

A few respondents called for further analysis of how best to use any capacity freed, with calls for both transparency and a full economic assessment. One respondent suggested that plans would need to be modified in line with changing forecasts of passenger demand.

A few respondents commented that the benefits of freed capacity needed to be publicised to increase support for HS2.

### **9.3 Improvements to existing services**

A range of suggestions were made about how freed capacity could be used to improve existing services.

Many of these suggestions were general in nature, with calls to improve a wide range of services, from local to long distance services, as well as commuter services, busy routes, routes not connected to HS2 and weekend/evening services.

Some respondents suggested using freed capacity to make fares cheaper. Several respondents proposed reducing off-peak fares to encourage travel outside commuter times. A handful argued that train services should be made more affordable.

There were hundreds of suggestions as to which specific services should be improved through released capacity, with none of these receiving more than a few mentions.

Suggestions fell into three categories:

Improving services on specific lines (for instance WCML, ECML, Midland Main Line).

Improving services for specific destinations (e.g. Manchester, Toton) or between specific destinations (e.g. London to Glasgow).

Improving services in particular regions (e.g. better services between the South West and North East).

More generally, it was argued that improvements to existing rail services, such as journey time improvements, upgrading signalling on the WCML, and planned improvements to the ECML, were required to maximise the economic and capacity benefits of HS2. The Association of North East Councils argued that improvements to the ECML needed to take place in advance of HS2 to improve connectivity to the North East.

There were requests from a few respondents for existing plans for rail improvements not to be impacted and the need for investment in both the WCML and ECML was stressed. More generally, it was argued that HS2 should not detract from investment in existing railways.

There were some more general comments about existing rail services getting worse, as well as some suggestions on ways to make them better. There were several specific concerns that freed capacity would lead to a reduction of services.

There were more general concerns made that the western leg, the eastern leg and Phase Two overall would impact negatively on existing rail services. Some respondents made general comments that HS2 would lead to existing services being reduced, downgraded or closed down.

*The outcome will be that a significant number of cities and towns in the HS2 corridor will be worse off with HS2 than they are now.*

51M (an organisation of local authorities opposed to HS2)

Cheshire, Church Fenton, Crewe, Crofton, Derby, Hopton, Ingestre with Tixall, Leicester, Leeds, Lichfield, Liverpool, Nottingham, Sheffield, South Manchester, Stafford, Stoke-on-Trent, Wakefield, Warrington, Wilmslow and York were among the locations where concerns were expressed about the impact of HS2 services on existing rail provision. The WCML and ECML were also mentioned. Tees Valley Unlimited commented that the absence of HS2 services north of York could impact upon the frequency and quality of services between the North East and Edinburgh/Scotland.

There were general calls for the route to be better connected to existing rail services. The following specific suggestions were made:

- The Scottish HSR Partnership Group said that consideration should be given to additional London-Edinburgh HS2 services via the eastern leg, perhaps with trains splitting at Newcastle or Newcastle trains being extended to Edinburgh.
- Several respondents suggested that cross country services should be allowed to run on the eastern leg between destinations such as Birmingham and Leeds/Sheffield to improve speed and capacity.
- Greengauge 21 said that a connection from HS2 to the Birmingham - Derby line, which would be of benefit to the East Midlands, would be possible because the line would be electrified.
- There should be more north/south links to the Midland Main Line
- Connections to the Midland Main Line near Trent Junction should be considered.
- It was argued by a few respondents that combining new and existing lines would better integrate services and increase capacity. There was one suggestion that northbound trains should use the existing rail line between Moorthorpe and Church Fenton.
- It was suggested by Birmingham City Council, among others, that a wider range of options should be considered to allow trains to and from Birmingham to serve Crewe and that good connections and a frequent high speed service should be provided at Crewe. It was also suggested that there should be a link to the North Wales Coast line to enable a faster link between port of Holyhead/Chester and London.
- It was pointed out that HS2 merging with the WCML at Crewe would allow classic compatible services to run to destinations in the North of England and Scotland.

Merseyrail said that the proposed provision of classic compatible HS2 services to Liverpool would maintain connectivity to Liverpool Lime Street station without any disruption to Liverpool. However it raised some concerns about the capacity of classic compatible high speed trains at Liverpool Lime Street station.

*HS2 full length trains are likely to be 400m long, but since Liverpool Lime Street station cannot at present handle trains longer than 260m long, half-length trains would inevitably result in substantially reduced on-train capacity.*

Merseyrail

There were both general and specific calls from some respondents for HS2 not to impact negatively on the quality of existing rail services.

## 9.4 Frequency of existing services

Suggestions as to how freed capacity could be used to increase the frequency of existing services were similar to the comments in the previous section in that many suggestions were received. Improving the frequency of the following services was suggested:

- General types of services such as local services, commuter services and inter-city services.
- Specific destinations (e.g. York) and areas (e.g. the South West).
- Specific lines (e.g. WCML, ECML and Midland Main Line).

Cheshire West And Chester Council, Northamptonshire County Council, Nottinghamshire County Council, and the Greater Manchester Combined Authority made detailed suggestions about changes to the frequency of existing services in relation to their areas.

There were also a handful of suggestions that freed capacity should be used to maintain the frequency of current services between Stoke-on-Trent and London/Manchester.

Some concerns were expressed that freeing capacity would lead to slower, reduced or lost services, with a handful mentioning specific areas such as Cheshire, Staffordshire or Wakefield, as well as the WCML more generally. Some respondents requested that current service levels should be maintained.

*The additional capacity that will be created by HS2 is one of the most significant benefits of HS2. However, we believe that any plans for freed up capacity should not include a significant downgrading of the Midland Mainline.*

Sheffield City Council

A few respondents commented that HS2 service levels were unrealistic or excessive. It was argued that this would lead to other services being reduced and that capacity would not be freed because services would not be used. 51M contended that western leg trains would only be 10% - 20% full and eastern leg trains only 37% full.

## 9.5 Freight services

Many respondents commented specifically on freight. Support was expressed for using freed capacity to increase rail freight by some respondents. The most common argument given in favour was that additional rail freight capacity would shift freight from the roads to rail. A few respondents also argued that this would have economic benefits.

Several respondents contended that the proposals suggested that only 10 additional freight trains would be released per day which was seen to be insufficient.

*Given the step change in capacity which HS2 offers we would urge HS2 Limited to reassess their evaluation of the released capacity to ensure that rail freight growth is accommodated and that the benefits this will bring to the UK economy are realised.*

Freightliner

Some respondents expressed reservations about freeing capacity in relation to freight. A wide range of arguments was put forward. One theme was querying whether freight capacity would be increased, while others queried the desirability of this.

Using freed capacity to run additional freight services on the WCML was the most common suggestion made. There were also specific suggestions such as increasing rail freight to ports such as Liverpool and establishing a freight hub at Crewe.

A few respondents expressed concerns that freight services would be reduced by the decrease in four trains to two tracks at the proposed junction near Church Fenton. A few respondents made more general calls for rail freight services to be improved and increased and for there to be increased investment in freight.

## 9.6 Connectivity between HS2 and other modes of transport

A few respondents commented positively on the benefits of HS2 on increased connectivity, both in terms of short distance services and linking major cities. Others argued that connectivity would not be improved by HS2, either because of a lack of stops or insufficient connectivity to local services.

The importance of connectivity was stressed by a few respondents to ensure that the benefits of HS2 are maximised. Centro argued that a West Midlands Local Connectivity Package would more than double the economic benefits of HS2 for the West Midlands.

*Additional connectivity improvements, particularly rail, will be needed over and above those already proposed by HS2 Ltd....Provincial connectivity and service patterns are essential and key to the success of HS2.*

Derby City Council

Lancashire County Council raised concerns about how rail services would be developed to ensure good connections away from WCML and high speed services to ensure benefits are spread across the country.

In terms of specific improvements to connectivity, improving east-west connectivity was suggested by some respondents. Other suggestions for where efforts to improve connectivity should be focused were as follows:

- Connectivity between regions
- Linking northern towns and cities
- Areas not served by WCML
- Areas not served by HS2
- Providing more stopping services on WCML/ECML
- Building more stations
- More direct journeys to a range of destinations (e.g. Lichfield, Bradford) or between destinations (e.g. Leeds to Stansted). There were also calls for new direct journeys (e.g. East Midlands to South Wales).
- Commuter to high speed services
- City to city services
- Connectivity of rural services
- Ports on the east coast

A handful of respondents mentioned the need to retain or maintain the connection to the WCML at Handsacre, so that services could be run to Derby, Stafford, and Stoke-on-Trent and allow North Staffordshire to benefit from Phase One.

A few respondents stressed the importance of HS2 being fully integrated with the existing rail network to improve connectivity and maximise the benefits of HS2. A handful of respondents argued that this should take priority over releasing capacity.

It was also argued by a few respondents that HS2 should be fully integrated with public transport. Staffordshire County Council, Lichfield District Council and Newcastle-under-Lyme Borough Council argued that there should be a package of intermodal transport improvements to enable Staffordshire to benefit from HS2.

## 9.7 Using HS2 line in other ways

A few respondents made comments on other ways in which the HS2 line could be used. The main suggestion for using the HS2 line in other ways was to open up the routes for classic compatible/cross country services. For instance:

- To Stoke-on-Trent/other major towns
- Between Manchester/Macclesfield/Stoke-on-Trent and Lichfield
- Between Birmingham and a range of destinations (Manchester, York, Bristol, the West Country, Leeds, Sheffield)

More generally, it was argued by respondents such as Cheshire West and Chester Council that the route needs to be compatible with the classic rail network to realise the full economic benefits of HS2.

It was suggested by several respondents that the track bed of the WCML should be widened to accommodate high speed trains either as an alternative to HS2 or to enable HS2 to run through areas like Warrington and Wigan. One suggestion was for the route to connect to the WCML at Euxton Junction in Lancashire and for the WCML to expand to four tracks.

## 9.8 Technology

There were a few general comments about the need for investment in signalling, or for more modern signalling, electrification, and track improvements to improve capacity in existing rail services. A specific suggestion in relation to signalling made by a few

respondents was the introduction of the European Rail Traffic Management System, a cross-border standard for signalling.

The electrification of the Midland Main Line and ECML was raised by a few respondents, with some arguing that HS2 should not delay this and others that this meant that HS2 is not necessary. There were several suggestions to electrify other lines such as WCML.

## 9.9 Other transport modes

A handful of respondents commented that freed capacity would take traffic off the roads.

## 9.10 Freed capacity: campaigns and petitions

Fourteen of the campaigns submitted by respondents commented upon freed capacity. Relevant sections of the campaigns, along with the number of responses received, are included below. One petition relating to these proposals was received.

**Table 9.2 Campaigns submitted regarding Freed Capacity**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Lymm Communities: Object	106
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5
<b>Petitions</b>	<b>Number of signatories</b>
Oppose route through Ward 5 of Wakefield District	285



Several campaigns queried capacity as a justification for HS2.

**Cannot be Justified** (6 responses) and **Crewe Station to be moved to Etruria** (8 responses) said there was no capacity justification as the WCML is currently underused. **Cannot be Justified** also said that the freed capacity argument was based on flawed and inaccurate information. It went on to argue that the latest passenger data showed falling inter-city travel. The campaign contended that HS2 would not increase commuter capacity into or out of Euston, but would instead lower the number of platforms and approach tracks. **Online Campaign 2** (7 responses) also echoed **Cannot be Justified's** argument about flawed and inaccurate information.

**Mid-Cheshire Against HS2 Campaign Response** (19 responses) argued that HS2's own figures showed that the increase in freight capacity would be minimal. It suggested that working on existing bottlenecks would incrementally create more capacity and cost much less.

**Disagree: HS2 and Beyond** (426 responses) and **Manchester and West Midlands: Disagree** (176 responses) both questioned the assumption that capacity needed to be freed up, and expressed doubt as to whether capacity would be freed up as a result of HS2. They suggested other infrastructure options might better meet capacity requirements.

**Campaign submitted by various businesses – Part 1** (16 responses) and **Part 2** (5 responses) suggested capacity could be improved in the WCML by reducing the number of empty first class carriages and increasing the length and number of trains. It was argued that together with the general increase in capacity because of HS2, this would lead to greater capacity north and south of Crewe.

**StopHS2.org Part 1** (152 responses) contended that the question about freed capacity was biased, because 'freeing up capacity' could only mean compromising existing services at many stations, especially in places not to be served by HS2. It was contended that with no intermediate stations on the HS2 route, passengers who wanted to make intermediate journeys between cities on the HS2 route could not use HS2 but would have to go on one of the diminishing services on existing lines.

**Stop HS2 Part 2** (170 responses) made the same points, arguing that it could not be said that that capacity would be freed, simply because HS2 had been built. It was argued that the lack of intermediate stations on HS2 meant this would not be the case.

**Crewe Station to be moved to Etruria** (8 responses) and **Mid-Cheshire Against HS2 Campaign Response** (19 responses) suggested that the old Great Central Route, closed in the 1960s, could be used to increase capacity. **Crewe Station to be moved to Etruria** added that much of the route was still intact except for rail tracks and a section between Aylesbury and Rugby.

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) also called for the revival of the Great Central Railway. In addition, the campaigns argued that HS2 would do nothing to improve local commuting, and would make things worse if local services were reduced in favour of the high speed network. Other suggestions were put forward in terms of improving capacity by other means, including having more carriages, fewer first class seats and the removal of bottlenecks, and that in-cab signalling for the WCML would allow Pendolino trains to run at 140mph.

**Mid-Cheshire Against HS2 Campaign Response** also argued that the Government had given no attention to viable alternative ideas, citing the 51m proposals as a more sustainable option. It contended that in the Appraisal of Sustainability, parts of the existing rail network in the North of England were wrongly labelled as 'Victorian' as there had been a great deal of modernisation and improvement since. It suggested it would be more sustainable to upgrade the existing line as opposed to building a new line.

The **Oppose route through Ward 5 of Wakefield District** (285 signatories) petition contended that if HS2 went ahead people would have to travel to Leeds or Meadowhall to catch the train to London and that this connecting journey would cancel time saved on the high speed line, and might even make journey times longer. The response suggested that upgrading the ECML would be a better option as it already delivers a good service.

Two campaigns addressed capacity issues in localised parts of the route:

**The Village of Culcheth: Oppose HS2/ CADRAG** (347 responses) and **Lymm Communities: Object** (106 responses) said the proposed HS2 route would not free up capacity on the WCML between Crewe and Golborne, but instead that the proposed increase in the service to Liverpool would actually reduce the frequency of service to Warrington. The campaigns argued that the WCML should be upgraded. It was contended that this would provide additional capacity for HS2 trains, provide more benefits and give greater value for money.

Both campaigns questioned the statement in the consultation document that additional services could be run between Birmingham, Wolverhampton and Warrington. The responses contended that this additional service would replace two existing services from London to Scotland, and therefore it would actually be a cut.

10

UTILITIES

## CHAPTER 10 – UTILITIES

This chapter provides a summary of responses to the consultation which address the issues relating to Question 9 in the consultation document.

### Question 9 wording

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

There is an opportunity to make wider infrastructure use of the route between London, Birmingham, Manchester and Leeds beyond running a railway. Provisions have been made for the future installation of a communications cable along the 140 miles of track for Phase One if there is commercial demand. HS2 Ltd is exploring the possibility of making provision along Phase Two of the HS2 network for other utilities such as water, electricity or integration with flood management schemes.

### Summary of consultation responses

There were 1,227 respondents who provided comments about the potential introduction of other utilities along the route. In addition, nine campaigns commented on this.

The main positive comments were that it was sensible and practical to implement utilities alongside the proposed line of route. It was contended that this would provide a number of benefits, such as employment, as well as bringing utilities to areas and communities who may not have access to utilities such as high speed broadband at present.

The main negative comment was that installing utilities were unnecessary as HS2 would not be required. Other criticisms included that it would take a long time to implement utilities, and that this could cause disruption and stress for local communities. Others had concerns about environmental and visual impacts.

In terms of specific utilities that could be introduced, suggestions included high speed broadband, as well as water, gas and electricity supplies. A few respondents raised the possibility of implementing renewable energy sources such as wind and

solar energy.

A number of comments were made about utility companies. Concerns were raised about the capability of utility companies to co-ordinate the engineering works; that utility companies and HS2 Ltd would face difficulties working together; and that utility companies may not have the resources to invest in this.

It was suggested that proposals should only proceed if utility companies invest or contribute and that utility companies should pay for or contribute to a proportion of the costs.

Campaign responses expressed opposition to the introduction of other utilities. These included the argument that the case for utilities was over-stated in order to justify HS2 and that it would be unacceptable to increase the footprint of HS2 to accommodate the inclusion of utilities.

## 10.1 Overview of comments on introduction of other utilities along the proposed Phase Two route

**Table 10.1 Views on the introduction of other utilities along the proposed Phase Two route (number of responses)**

<b>Non-Campaigns</b>	<b>1,695</b>
Positive comments	408
Negative comments	840
Suggestions and alternatives	447
<b>Campaigns</b>	<b>858</b>
Negative comments	858

## 10.2 Views about the use of other utilities along the route

There were a number of positive comments made about the introduction of other utilities along the proposed Phase Two route. The main point made by some respondents was that it would be sensible, ideal, and generally a good idea to do this. Other less frequently mentioned comments were that it is necessary as utilities would add more weight in terms of the rationale for building HS2, and that it could bring long-term benefits.

*This is an ideal time to introduce full utilities alongside the proposed Phase Two Route.*

*Member of the public*

There were a handful of comments made in support of additional utilities, provided the introduction of utilities did not interfere with other existing facilities such as waterways and canals, and that the implementation of new utilities could be fully planned for and coordinated.

There were a range of criticisms put forward in opposition to the introduction of utilities along the proposed Phase Two route. The argument made most frequently by some respondents was that utilities would not be required, a point of view often underpinned by overall opposition to HS2. 51M, an organisation of local authorities opposed to HS2, said that having additional utilities would not be practical as it would take 20 years for any utilities to be implemented. Other negative comments cited by a handful of respondents were that implementation of utilities should not be used to justify building HS2; that it would be complicated to introduce new utilities; that there would be little or no benefit; and that information in the consultation document about utilities was unclear or even misleading.

*There is no requirement for other utilities as the project is flawed and should be scrapped.*

*Member of the public*

A handful of respondents commented that the introduction of utilities already happens when new motorways are built, and that, in general, utility schemes are talked about when any large-scale infrastructure project is being planned or implemented. Others said they would require more details before being able to comment further.

A few respondents were also negative about the actual question in the response form itself, arguing that the question only existed as a PR stunt or headline-grabber for the Government.

A range of suggestions were made about the introduction of utilities. The most frequently cited comments were that it would be an ideal opportunity to construct utilities along the proposed route, and that the line should be used to connect or improve existing utilities, as opposed to building new utilities. There were also a handful of comments that utilities should be kept separate or away from HS2; that some utilities such as power lines could be laid underground to reduce maintenance; and that utilities could be accommodated or implemented by upgrading existing lines rather than building the proposed HS2 line.

There were a few comments made about the suitability of the proposed infrastructure or utilities that would or could be implemented. The main comment was that previous experience has shown that it is not possible to provide utilities in the manner suggested. A few alternatives were put forward, with the main suggestion being that proposals should not go ahead until a full assessment has been made. An ecology assessment, a geological assessment and a safety assessment were suggested.

A few comments were made about future needs. It was suggested that the future-proofing of utilities in relation to HS2 proposals would be a good idea. It was suggested that provision should be made for power utilities to be integrated with the proposed Phase Two route; that future water supply should be built in; and that communication cables should be built in.

A few positive comments were made about the financial and economic benefits of introducing utilities. It was said that adding or improving utilities makes financial sense by cutting or sharing costs; and that any development would result in positive benefits for the economy.

A few respondents made negative comments about financial implications of introducing new utilities along the proposed Phase Two route. The main points were that it would be expensive to introduce new utilities, and that improving or providing new utilities would be a waste of money. Other less frequently cited comments included that the taxpayer would be subsidising utility companies, and that there is no evidence that provision of utilities would offer realistic savings to the taxpayer.

A few suggestions were made about financial and economic aspects including that there should be a community fund to accommodate a lack of utilities in rural communities; that money would be better spent upgrading existing infrastructure; and that utilities should be paid for by utility providers.

A handful of comments were made about potential impacts on business. One respondent said that utilities can be introduced without harming businesses, and another said that it would not affect the operation of their business. Negative comments were that introducing utilities would be harmful to agribusiness, and could be disruptive to businesses generally.

There were a handful of comments made about compensation. One such comment was that insufficient compensation is given to those who are affected by the implementation of utilities generally. It was suggested that any compensation paid to



landowners who have had their land compulsorily purchased should reflect fees paid by utility companies. The National Union of Farmers (NFU) said that access to farmland should only be granted to utilities companies if farmers are fully compensated. Another suggestion was that local people along the proposed line of route should benefit where feasible, such as having free services or reduced prices.

### **10.3 Views on the use of specific utilities**

There were a number of comments made about specific utilities

#### **Communications utilities**

There were a few positive comments that communications utilities would be sensible or a good idea to implement along the proposed Phase Two route. Other less frequently cited positive comments were that high-speed broadband is needed; and connecting areas with high speed broadband would be a positive step. There were a handful of concerns made about an increased carbon footprint and that introducing communications lines would cause disruption during construction.

A handful of suggestions were made, including that fibre optic links should be installed alongside the proposed line of route and that it would be important for homes in rural areas to benefit from improved electronic communications.

#### **Gas**

There were a handful of comments that the provision of gas pipelines would be a good idea. On the other hand, there were a handful of respondents who said that this would be unwise as gas utilities in proximity to a high speed rail line could be dangerous.

The main suggestion as cited by a few respondents was that it would be more beneficial if services could be brought into areas that are not on a mains gas supply.

#### **Water**

A few respondents said that the provision of water utilities would be a good idea. But a handful of others were concerned that a water grid or network would widen the footprint of the line; that risks outweigh benefits; and that having water pipes in proximity to the line could have safety implications. The most frequently mentioned suggestions were that a water network could be connected from the south of England to the north; and that consideration should be given to the provision of a water network

to supply areas that are more likely to suffer from drought in periods of low rainfall. Each of these suggestions were made by fewer than ten respondents.

### **Electricity**

A few respondents commented that the provision of electricity utilities would be a good idea. Others raised concerns that this could lead to the development of more power plants, and the potential for disruption during construction was highlighted. It was suggested that current pylons could be replaced, and that a high voltage direct current power network should be considered to improve the European power network. There were also a handful of specific suggestions about replacing the existing power station at Ratcliffe, and that existing pylons east of Staveley towards Sheffield should be replaced.

### **Renewable energy sources**

A few comments and suggestions were made about renewable energy sources. Tyne and Wear Passenger Transport Executive said that implementing renewable energy sources would offer potential benefits of energy sustainability.

Suggestions were that money should be better spent on alternative power sources such as wave turbines; and that land should be used for renewable energy sources, including wind energy and solar energy. Each of these suggestions were made by three or fewer respondents.

### **Utility companies**

A few comments were made about utility companies. There were a handful of concerns raised about the capability of utility companies to co-ordinate the engineering works; that utility companies and HS2 Ltd would face difficulties of working together; and that utility companies may not have the resources to invest in projects.

There were a handful of suggestions made, including that the Government and the Department for Transport should consult with utility companies to understand their long term goals, and to ensure they have mitigation measures in place to reduce environmental impacts on local landscapes. Others suggested that proposals should only proceed if utility companies invest or contribute; that utility companies should pay for or contribute to a proportion of the costs; and that utility companies could be charged a rent fee for using the route, thus allowing the taxpayer to recoup some of the building costs of HS2.

## 10.4 Impact of other utilities

A few comments were received about the impact of utilities if implemented. A few respondents commented that the introduction of utilities along the proposed line of route would not impact on or slow the building of HS2 itself.

On the other hand, some concerns were raised that the implementation of utilities could delay construction of HS2. City of Edinburgh Council was one such respondent who said that introducing other utilities, whilst encouraged, must not be at the expense of compromising optimal high speed infrastructure, or introducing risks to the railway such as gas pipe ruptures. Other concerns were issues over safety or security given that more people would have access to the track (e.g. to maintain the utilities). An increased possibility of terrorist attacks on the line was also raised.

There were a few comments about the impact of utilities on the width of the line. The main comment was that widening the line to facilitate any potential utilities would be unacceptable. Other comments were that safe access for maintenance purposes would necessitate a widening of the track, and that any proposed utilities would generally widen the HS2 footprint.

There were a number of comments about land use which were mostly negative. The main comment made by a few respondents was that the introduction of utilities would cause more land along the proposed line of route to be dug up, causing disruption. Other less frequently cited comments by a handful of respondents were that utilities would consume agricultural land, and they would have a detrimental effect on the farming community.

In terms of suggestions, there were a handful of comments that it would be best to use land between the proposed route and motorways, given that this land might not be useful for anything better, and that if utilities were to be implemented, land-take should not be increased for this purpose.

A few respondents mentioned transport issues if new utilities were introduced alongside the proposed Phase Two route. Comments included that additional utilities could cause increased traffic disruption, and that there could be a need for more roads and service roads, which could be expensive.

## **10.5 Impact on communities and the environment**

### **Impact on communities**

A number of comments were made about potential impacts on local communities. A handful of respondents said that any development would bring positive benefits for local people and communities.

There were more negative than positive comments in terms of impacts on local communities. The main negative comment made by a few respondents was that proposals would cause disruption and distress. There were particular concerns about the type of utilities, with a handful of respondents saying they would be against the installation of power stations, waterworks, or sewerage works. Other comments were centred on a perceived lack of benefits to local communities and local people themselves. There were a handful of comments that utilities would be better placed in urban areas, and that utilities should be used to benefit communities.

### **Health, safety and quality of life issues**

A handful of comments were made about health, safety, and quality of life issues. It was mentioned that any proposed utilities would be detrimental to people's lives, and there could be more deaths and attempted suicides.

### **Impact on property**

There were a handful of concerns raised about potential impacts on property. Comments included that any utilities would impact on people's properties along the proposed line of route, that property values could be affected, and that people would prefer to keep their homes rather than having increased utilities. One respondent commented that the installation of utilities would not impact on people's homes or properties.

### **Employment**

There were a few positive comments about employment prospects as a result of introducing utilities along the proposed line of route. Positive comments were that there would be increased job opportunities; that utilities could lead to permanent job opportunities for local people; and that it would help create jobs outside of London. Negative comments were that employment would cease after HS2 is built, and that there is no evidence that this would create economic growth

## **Environmental impact**

In terms of environmental impacts, there were a handful of positive comments that the construction of utilities alongside the proposed route would prevent or minimise other land being used; and that the introduction of utilities would negate environmental disruption elsewhere. However a few respondents argued that any new utilities would have a detrimental impact on the environment. Other less frequently cited negative comments included that any proposal to introduce utilities would damage farmland; and that people do not wish for the environment to be covered in concrete.

Concerns raised were that additional utilities would have a negative visual impact on the countryside. It was contended that people would disagree if the utilities were power stations, waterworks, and sewage works, due to perceived negative impacts on the countryside.

There were a few comments made about flood management facilities and utilities. There were a handful of comments that flood prevention schemes would be a good idea. On the other hand, a handful of concerns were expressed, including that burst water pipes or mains could disrupt the line. It was suggested that tree planting, or embankments should be used to help prevent flooding, and that flood defences should be considered.

There were a handful of comments made about impact on biodiversity and wildlife. Concerns were that utilities would threaten local wildlife habitats; that ecological sites could be affected; and that utilities could be introduced without HS2 with no impact on wildlife.

A handful of comments were made about noise and vibrations. It was mentioned that there would be noise pollution during the installation period, and that utilities would cause general noise pollution.

A few comments were made about sustainable transport benefits, including that consideration should be given to the creation of a suitable cycle path along the proposed HS2 route. Other less frequently cited comments and suggestions were that a cycle path should be constructed that integrates with the National Cycle Network and that a long distance footpath along the HS2 route should be created. Questions were raised about what safeguarding measures would be taken to provide safe crossings for walkers, and whether blighted footpaths would be restored.

## 10.7 Utilities: Campaigns and petitions

Nine of the campaigns submitted by respondents commented upon other utilities.

Relevant sections of the campaigns, along with the number of responses received, are included below. No petitions relating to these proposals were received.

**Table 10.2 Campaigns submitted regarding utilities**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
StopHS2.org Part 1	152
Mid-Cheshire against HS2	19
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7

**Warrington Stop HS2** (7 responses) and **Rixton-with-Glazebrook Response form** (441 responses) supported the inclusion of utilities, saying ducting for future infrastructure could be put in place during construction of HS2. However, they went on to say that as this has not yet been confirmed as feasible, it should not be used to justify construction of HS2.

Seven campaigns disagreed with incorporating utilities into the HS2 route.

**Disagree: HS2 and Beyond** (426 responses), **Manchester and West Midlands: Disagree** (176 responses) and **Mid-Cheshire Against HS2 Campaign Response** (19 responses) disagreed with the analysis of opportunities for utilities, suggesting they were over-emphasised in order to provide a case for HS2. **Online Campaign 2** (7 responses) questioned the validity of the information used in Chapter 11 of the consultation document to justify the introduction of other utilities along the route, while **Crewe Station to be moved to Etruria** (8 responses) was unclear about what was meant by 'utilities' but said if power stations, waterworks and sewage works were to cause additional devastation to the countryside, then there was complete disagreement.

**StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) said that it would be unacceptable to widen the footprint of the line to accommodate utility services.

11

# GENERAL COMMENTS



## CHAPTER 11 – GENERAL COMMENTS

Responses to the consultation covered a wide range of issues. Many respondents addressed the overall HS2 project or provided comments on Phase Two more generally. This chapter provides a summary of responses to the consultation which did not address any of the questions set out in the consultation document. These comments addressed a broader scope of issues than the questions being consulted upon.

This chapter also summarises comments on the consultation process.

### 11.1 Comments on Phase Two and HS2 overall

Some respondents made comments about the Phase Two route overall. The table below shows the number of respondents expressing agreement or disagreement with Phase Two as a whole:

**Table 11.1 Respondents expressing agreement or disagreement with Phase Two as a whole (number of responses)**

<b>Non-campaigns</b>	<b>194</b>
Agree strongly	12
Agree	21
Agree with caveats	11
Neither agree nor disagree	6
Disagree	112
Disagree strongly	32
<b>Campaigns<sup>35</sup></b>	<b>296</b>
Disagree	296

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<sup>35</sup> For more information about these campaigns, please see Section 11.3 and also Chapter 3 of this report.

Many respondents commented on the HS2 project. The table below shows the number of respondents expressing agreement or disagreement with HS2 as a whole:

**Table 11.2 Respondents expressing agreement or disagreement with the HS2 Project as a whole (number of responses)**

<b>Non-campaigns</b>	<b>1,235</b>
Agree strongly	40
Agree	64
Agree with caveats	72
Neither agree nor disagree	5
Disagree	734
Disagree strongly	320
<b>Campaigns<sup>36</sup></b>	<b>1,896</b>
Agree	159
Disagree	1,567
Disagree strongly	170

### Reasons to agree

Some respondents commented positively about the financial benefits of both Phase Two and HS2. It was argued that the routes would lead to economic growth both regionally and nationally, rebalance the economy, increase economic connectivity, facilitate regeneration, generate investment and create opportunities for businesses. The project was described as having a good business case.

Support was also expressed for both Phase Two and HS2 on the basis that the routes would increase transport connectivity and rail capacity and make journey times shorter. The project was described by a few respondents as an opportunity to enhance the nation's transport infrastructure. It was contended that HS2 would be more effective and efficient than upgrading the existing rail network.

<sup>36</sup> For more information about these campaigns, please see Section 11.3 and also Chapter 3 of this report.

There were also a few arguments that Phase Two/HS2 would reduce the number of cars on the roads and the use of airports, thus lowering carbon emissions.

The Phase Two line of route was described by several respondents as necessary, reasonable, the best of all the alternatives on offer and achieving the right balance between sustainability and journey times.

### **Reasons to disagree**

Many respondents criticised HS2, Phase Two, the western leg and the eastern leg for being a waste of money, expensive and unaffordable. It was contended that HS2 would not bring economic growth or rebalance the economy, with some suggesting that investment would be attracted to London or the South East, or generally to major cities at the expense of smaller communities. Many respondents argued that the business case for HS2 is flawed and queried the evidence used to justify the project. The project was described as unnecessary, flawed, and poorly thought out.

Concerns were raised about both Phase Two and HS2 impacting negatively on businesses, blighting properties and causing homes to be demolished. Some respondents argued that the construction of the project would lead to congestion and road closures.

There were some criticisms of the line of route for both Phase Two and HS2. As well as general comments that both were unnecessary or poorly thought out, it was argued that the routes do not connect cities.

There were criticisms of HS2 services. Concerns were raised by some respondents over the cost of fares, the extent to which HS2 services would be used and how much journey times would actually be improved.

Journey times attracted particular comment in relation to HS2, Phase Two, the western leg and the eastern leg. Some respondents argued that the reduction in journey times did not justify the cost and impact of the project. It was also contended by some respondents that travel to stations would negate any savings in journey time and that a reduction in journey time is not important because people work on trains.

Many respondents argued that advancements in technology would negate the need for high speed rail altogether. Another argument was that the country is too small to require high speed rail.

A number of respondents made specific comments on the issue of sustainability. A few respondents argued that there would not be any sustainability benefits from the route. A few respondents argued that the sustainability case for HS2 was unconvincing.

There were some general comments on both Phase Two and HS2 stations, with a few respondents expressing opposition to all of them, while others argued that there are too few stations or that travel times to stations are too long.

Some respondents made negative comments about the Government and HS2 Ltd. Specific criticisms were that the Government has not put forward a convincing case for HS2 and that there has been a lack of transparency. Requests were made for the Government to listen to the views of the public.

### **Alternatives and suggestions**

The most common suggestion made was for HS2 to be scrapped or abandoned. Some respondents made the same point about Phase Two, the western leg and the eastern leg specifically.

There were various suggestions for alternative routes for Phase Two, with the most common of these being a route between the North East and North West which links Manchester and Leeds and/or Sheffield. Other alternatives suggested by several respondents were:

- There should be a 'V' shaped route which misses out Birmingham.
- There should be a single route from London to the North (missing out Manchester was one suggestion, bypassing Birmingham another).
- The route should follow existing transport corridors. It was contended that if motorway alignments had not been rejected, cities such as Oxford, Milton Keynes and Coventry could have been connected to HS2.
- Alternative network configurations, such as a 'spine and spur' design which it was said would connect more cities, should be considered.
- The route should go through city centres.
- The route should be moved further from communities.
- The route should use brownfield sites.
- The route should be as straight as possible.

There were also general calls for the Phase Two and HS2 routes to be reconsidered, with some arguing that this was necessitated because the Government had changed its emphasis for justifying HS2 from speed to capacity.

A few respondents said that there should be more tunnels, instead of viaducts and cuttings, and there were several calls for the entire Phase Two and HS2 route to be underground.

There were a few suggestions to lower the speed of HS2 trains because this would be more sustainable and cheaper. It was also suggested that HS2 ticket prices should be affordable.

A few respondents discussed extending HS2 further north in the future, with the point being made that route design should make active provision for this. There were also a few suggestions for changes to Phase One and several comments on linking HS2 to Heathrow.

There were a few comments about the construction of Phase Two. The two main suggestions put forward were that construction should start in the north rather than the south and that construction should be started sooner. It was argued that starting construction in the north would bring the benefits of HS2 to the region more quickly and allow the route to be completed more quickly.

As well as general comments that construction should be started sooner, there were specific suggestions that the construction of Phase Two should start at the same time as Phase One and others that there should be less of a gap between timings for the two phases. A few respondents argued that the western leg and eastern leg should be built at the same time. There were also several comments that Phase One construction should accommodate Phase Two.

A few stakeholders argued that some stages of Phase Two should be delivered early. These were the Crewe – Lichfield segment; the delivery and operation of the new station at Manchester Piccadilly; and a section of high speed line north-south across Yorkshire to benefit what is regarded as a congested and slow section of the network.

The issue of compensation was raised in relation to HS2 overall, as well as Phase Two, and the western leg and eastern leg. Some respondents commented on the need for adequate compensation, with some specific suggestions made about the mechanisms by which this could be achieved.

A wide range of suggestions were made about where else the budget for HS2 should be spent. Many of these were not transport related (for instance there were calls for the money to be used for the NHS instead). Many respondents argued that the funds for HS2 would be better spent on other transport projects. It was contended that it would be more effective to invest in upgrading and improving existing rail services. As well as general comments about spending on existing rail services, many respondents made specific suggestions about which lines, routes and locations should receive investment. There were also calls to improve public transport and roads.

A few respondents made comments about the need to take full advantage of the potential economic benefits offered by HS2. The role of the HS2 Growth Taskforce was highlighted by one stakeholder, while other stakeholders called for a master plan or government intervention to maximise the economic benefits of HS2 in their regions.

## **11.2 Comments on the consultation**

Many respondents commented on the consultation process itself. A request for more information on specific points was a common theme. The need for more detail on the proposals, as well as more in-depth surveys of the route, was raised.

Some respondents felt that the consultation document was too long. Other respondents made criticisms of a perceived lack of information in the consultation document. Some respondents commented that it was not possible to find information on the HS2 website.

Figures and arguments in the consultation document were queried or described as misleading or inaccurate and some respondents commented that surveys and maps were incorrect. There were some criticisms that the information and analysis in the consultation document was vague and lacking in clarity or detailed analysis.

There were some specific criticisms of consultation events, such as questions not being answered or concerns being addressed. A few respondents described HS2 representatives as helpful or knowledgeable.

Some respondents described the consultation process as flawed. The lack of alternative options to comment upon was raised. A few respondents described the consultation period as too short and there were comments that communication with the public had been poor. The consultation itself was described as a foregone conclusion.

The response form was criticised by some respondents, with some arguing that the questions were loaded and that there was not an opportunity to disagree with the Phase Two proposals.

### 11.3 General comments: campaigns and petitions

**Table 11.3 Campaigns submitted regarding general comments**

<i>The names of the campaigns listed below are either derived from the wording of the campaign responses themselves or, where such information was not included in the response, we have created a name, such as "Online campaign 1", for the purposes of separating them from other similar campaigns</i>	<b>Number of responses</b>
Stop HS2 through Altofts	445
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
The Lee Brigg Club	296
Golborne from Hoo Green: Objection	275
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
StopHS2.org Part 1	152
North West Leicestershire Objection	127
Lymm Communities: Object	106
Opposed to the Construction of HS2	45
Parish Council and Community In Favour	41
Campaign submitted by various businesses – Part 1	16
Online campaign 1	16
High speed line is unnecessary	10
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5
<b>Petitions</b>	<b>Number of signatories</b>
Lower Lewden Residents	22
Oppose route through Ward 5 of Wakefield District	285

### 11.3.1 Phase Two

Two of the campaigns and one petition submitted by respondents commented upon Phase Two overall.

**Parish Council and Community in Favour** (41 responses) explained that it was not totally convinced of the need for HS2, both in terms of the reduction of time and the possible economic advantages for the region. Nonetheless, if it was determined that the line should go ahead, the campaign would be in favour of the proposed route and would strongly object to any alterations.

**StopHS2.org Part 2** (170 responses) said there was a more urgent need for a high-speed east-west line to connect Hull, Sheffield, Leeds, Manchester, Warrington and Liverpool.

**Lower Lewden Residents** (22 signatures) petition said that compensation schemes must be sufficient to cover any negative financial impacts.

### 11.3.2 HS2

Fifteen of the campaigns and two petitions submitted by respondents commented on HS2 in general.

**Campaign submitted by various businesses – Part 1** (16 responses), **Part 2** (5 responses) and the **Oppose route through Ward 5 of Wakefield District** (285 signatories) petition all stated general opposition to HS2. **StopHS2.org Part 1** (152 responses), **Part 2** (170 responses) and **Online Campaign 1** (16 responses) expressed strong opposition.

These campaign responses questioned the business case, contending that HS2 would greatly harm the environment and communities, do nothing to smooth the north/south divide, and would not increase capacity on the railways.

All the above, with the exception of **Oppose route through Ward 5 of Wakefield District** and **Online Campaign 1**, suggested that less ambitious changes to the existing rail system were needed, along with more investment in digital network. **Lee Brigg Club** (296 responses) made similar points, adding that improved local road and rail links would encourage local businesses.

**High Speed Line is unnecessary** (10 responses) made similar points, adding that high speed rail links would only add to the already problematic congestion in the cities it serves.



Several other campaigns made points regarding the economic case for HS2.

**Cannot be Justified** (6 responses) argued that the KPMG report which supported HS2 had been undermined by economists because it was not based on known economic principles. It contended that HS2 would not transform the economies of the North and Midlands as suggested. The campaign cited reports by the Department for Transport and the Institute of Directors, which were said to show that most business travellers worked on trains. It was contended that the case for 'time saved' was spurious.

**Stop HS2 through Altofts** (445 responses) criticised HS2 as a 'vanity project', saying it was too expensive and would benefit only a few. It suggested that as an alternative to HS2, money should be invested into the local road and rail networks, as well as in high speed broadband to attract business and benefit local people. **Disagree: HS2 and Beyond** (426 responses) also said there was no business case, and called for HS2 as a whole to be cancelled. More specifically, it said there was no regional development evidence and no evidence of need.

**North West Leicestershire Objection** (127 responses) made similar points. The campaign argued that reduced journey times no longer being the main focus undermined the case for the proposed route and that passenger numbers disproved the need for increased capacity. It suggested that, given the pressure on public spending, HS2 should be abandoned, and a good alternative would be to re-open the Great Central Line as a freight route.

**Lee Brigg Club** (296 responses) expressed concern over mistakes made with taxpayers' money and about the three 'amber-red ratings' given to the project by the Major Projects Authority. It questioned the ability of HS2 to help reduce regional disparity, and expressed concern about the impact of the route on the local area, as well as the wider environment.

Similarly, **Lymm Communities: Object** (106 responses) and **The Village of Culcheth: Oppose HS2/ CADRAG** (347 responses) described HS2 as poor value for money for taxpayers and predicted that it would negatively affect communities and the environment across England. Other objections included the loss of jobs and blight of property value for those who lived near the proposed route.

The petition from **Warrington Stop HS2** (192 signatories) contended that the project would be expensive and of little benefit to the majority of the population. It suggested that the money be spent on economically viable proposals.

The **Opposed to the Construction of HS2** (45 responses) campaign stated agreement with all the reasons for opposition set out by national opposition groups such as HS2 Action Alliance and Stop HS2. The response also gave specific reasons for opposition, including criticisms of the economic case and concern about the effect on communities in Leicestershire.

**Golborne from Hoo Green Objection** (275 responses) disagreed with the whole HS2 route. It said the lack of intermediate stations on HS2 would limit its use to long-distance journeys. It was contended that high tickets prices would limit use and benefits for the general public, which would impact upon passenger numbers and financial returns.

### **11.3.3 Comments on the consultation**

Four campaigns made comments on the consultation process. **Lymm Communities: Object** (106 responses) said that there had not been any consultation on the principle of high speed rail. **StopHS2.org Part 1** (152 responses) and **Stop HS2 Part 2** (170 responses) made a similar point, saying the 2011 consultation on high speed rail was not sufficient to count as seeking public opinion on the topic. It was argued that this was unfair and undemocratic. **Manchester and West Midlands: Disagree** (176 responses) criticised the consultation roadshows, saying the noise presentations were not representative of the noise impact on a quiet rural location such as the Ridwares, where noise mitigation is essential.

# GLOSSARY

## Glossary

<b>Appraisal of Sustainability (AoS)</b>	An appraisal of the degree HS2 options would support objectives for sustainable development, such as reducing greenhouse gas emissions and creating sustainable communities.
<b>Area of Outstanding Natural Beauty (AONB)</b>	An area of countryside in England, Wales or Northern Ireland that is designated under the National Parks and Access to the Countryside Act of 1949 if its natural beauty and distinct character are deemed of sufficient value.
<b>Ascribe</b>	Response coding software package.
<b>Campaign</b>	An organised response where two or more individuals responded with an identical or similar response.
<b>Classic rail</b>	The non-high speed existing railway in Britain.
<b>Code</b>	Category/theme that a response contains.
<b>Coding</b>	The process whereby responses are categorised by themes included.
<b>Consultation Document</b>	The document published in July 2013 entitled 'High Speed Rail: Investing in Britain's Future'. It outlines the purpose of the consultation, the proposals, and how to respond.
<b>Department for Transport (DfT)</b>	Government department responsible for transport policy in the UK (where not devolved).
<b>East Coast Main line (ECML)</b>	A railway route on the eastern side of Britain. It services links between London, the South East and East Anglia with Yorkshire, the North East regions and Scotland.
<b>Eastern leg</b>	The proposed HS2 route from the West Midlands to Leeds, connecting to the East Coast Mainline south west of York.
<b>Environmental Impact Assessment (EIA)</b>	An assessment of how a project could affect the environment.
<b>Gross Value Added (GVA)</b>	A measure of the value of services and goods.
<b>High Speed Rail (HSR)</b>	A form of rail transport for passengers that runs at speeds faster than normal rail traffic.
<b>High Speed One (HS1)</b>	The Channel Tunnel Rail Link from St Pancras International station to the Channel Tunnel.
<b>High Speed Two Ltd (HS2)</b>	The company set up by the Government to develop

<b>Ltd)</b>	proposals for a new high speed railway line between London and the West Midlands and to consider the case for new high speed rail services linking London, northern England and Scotland.
<b>Hybrid Bill</b>	A bill submitted to Parliament, containing the characteristics of both private and public bills. The main HS2 legislation is a Hybrid Bill.
<b>Individual</b>	Any one person who responded to the consultation, expressing their own views.
<b>Ipsos MORI</b>	The organisation who independently received, analysed and reported on the consultation responses.
<b>Maintenance loop</b>	Extra tracks that will be close to the high speed lines to accommodate maintenance trains during the day when overnight work will take place and to be used in an emergency for failed or defective trains.
<b>Midland Main Line (MML)</b>	A railway line from London to Sheffield, stopping at Luton, Bedford, Kettering, Leicester, East Midland Parkway, Derby, Nottingham and Chesterfield.
<b>Network Rail</b>	The company that maintains, develops and runs most of Britain's rail infrastructure.
<b>Online response form</b>	Online response – any response submitted using the online response form.
<b>Organisation or group</b>	An entity who responded on behalf of a group of people.
<b>Phase One</b>	The high speed line from London to the West Midlands, including a link to the West Coast Main Line (WCML) and to HS1.
<b>Phase Two</b>	The proposed HS2 route from the West Midlands to Manchester and Leeds, including stations in South Yorkshire and the East Midlands, and a direct link to Heathrow Airport <sup>37</sup>
<b>Released Capacity</b>	Space on the classic rail network which could become available for new passenger and/or freight services once HS2 is open.

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<sup>37</sup> Work on the Heathrow spur was suspended until after 2015, see January 2013 Command Paper [www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69738/hs2-phase-two-command-paper.pdf](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69738/hs2-phase-two-command-paper.pdf).

**Special Area of Conservation (SAC)**

Sites designated to be strictly protected by the European Commission's Habitats Directive.

**Site of Special Scientific Interest (SSSI)**

Conservation areas designated for protection under Wildlife and Countryside Act 1981 (as amended). Sites are identified and protected by Natural England.

**West Coast Main Line (WCML)**

A railway line running up the West of Britain. It services links between London, the West Midlands, the North West, North Wales and the central belt of Scotland.

**Western leg**

The proposed HS2 route from the West Midlands to Manchester, connecting to the WCML south of Crewe and Wigan.

# APPENDICES

## **APPENDIX A – LIST OF ORGANISATIONS, GROUPS AND ELECTED REPRESENTATIVES TAKING PART**

As well as responses from individuals, we received responses from organisations and groups. Below we outline the names of the organisations, groups and elected representatives who took part in the consultation, organised by category. Organisations which requested confidentiality are not listed here.

### **BUSINESSES AND PROPERTY INTERESTS**

A&D Architecture Ltd  
Accrue Capital Ltd  
AD Sprinkler Protection Ltd  
Addleshaw Goddard  
Aedas Architects  
AEW Architects  
AGA Rangemaster  
Agden Brook Farm  
Aggregate Industries  
Allied Brigade  
Anker Valley Project & Alvecote Wood  
Anything Legal Ltd  
Approved Safety Products Ltd  
Architectural Design Ltd  
Argent  
Ashurst Communications Ltd  
Ashurst LLP  
Bagshaws  
Banks Renewables Ltd - Banks Group  
Barringtons  
Barton Willmore  
Building Design Partnership Ltd  
Benchmark  
Bentgate Properties  
Berrymans Lace Mawer and Harmer Associates  
Bifranghi UK Ltd  
Big Easy Ltd  
Blackpool Pleasure Beach Ltd  
Boulton's Contractors & Plant Hire  
Brabners LLP (on behalf of Piccadilly Gateways Ltd)  
Brightlinn Marketing  
British Waterways Marinas Ltd (BWML)  
British Land Company Plc  
Building Design Partnership Ltd  
Buro Four  
Buro Happold  
Business Doctors  
BWB Consulting  
Capita  
Caulmert



CBS Ltd  
Charles Andrews  
Chorlex Ltd  
Colemans - CTTS  
Colliers International  
Colliers International (on behalf of Volkswagen Group UK Ltd)  
Comerhouse  
Common Farm Bed and Breakfast  
Community and Regional Planning Services  
Composite Imaging Ltd  
Couchperry Wilkes  
Country Landowners Association (CLA)  
CTP Property Developers  
Cundall  
D.O. Environmental Consulting  
De-Bonding Ltd  
Denice Chilin Ltd  
DGOS Ltd  
DHL UK  
Direct Data Analysis Ltd  
DTZ  
Dyer Environmental Controls  
E Charris  
E Genices  
Eclectic Hotels  
Eden Building Design  
EDF Energy and EDF Trading Gas Storage Ltd  
Edgeman Ltd  
Ember Television Ltd  
Emirates Old Trafford  
Engineering Focus  
F & M Steed Ltd  
F Parkinson Ltd  
Flexible Business Interiors  
Forum for the Built Environment  
Fisher German (on behalf of Lord and Lady Grey)  
Fishers Solicitors (on behalf of The Measham Land Company Ltd)  
Fleet Financial  
Forget-me-not Toy Bookshop and Cafe  
Fowler Sandford Chartered Surveyors (on behalf of Outokumpu Stainless Holdings Ltd)  
Freightliner Group Ltd  
Gazeley UK Ltd  
GB Railfreight Ltd  
Get Recruited  
Gilgen Door Systems  
Glebe Farm Ltd  
Globe MSL  
GMI Estates Ltd  
Goodall Brazier  
Gorso Cover  
Halle

Halliday Meecham Architects  
Harworth Estates  
Hawksview Ltd  
Henry Boot Developments Ltd  
Hobs Reprographics Plc  
Hogan Lovells international LLP (on behalf of King Street Energy (Cheshire))  
Properties Ltd  
HOW Planning (on behalf of Chesterfield Waterside Ltd)  
HR Heroes  
Hunter Healey Chartered Accountants  
Hurstwood  
Hyway Logistics  
IBI Group  
IBI Taylor Young  
Ideal Homes PLC  
Intelligent Fingerprinting Ltd  
JM & JR Hewitt  
John Whiteman Engineering  
Jones Lang LaSalle  
Just PR+ MKTG  
Key Control Services Ltd  
Kier  
Kingsley Associates  
Knight Frank LLP  
KPMG  
Langley Priory  
Leith Planning Ltd (on behalf of MRS Phillips)  
Lexington  
Mace  
Manchester Central  
Marks and Spencer Plc  
Melanoo  
MMC Land & Regeneration  
Mosaic Town Planning  
Mott MacDonald  
New Economy  
Next Level Business Development  
NG Bailey  
North West Business Leadership Team  
NTR Planning  
Oncotherics  
Oxalis Planning  
P3 Property Consultants LLP  
Pannone  
Parsons Brinkerhoff  
Peel Ports Ltd  
Pegasus Group  
Pennant Dillons  
Pennine Telecom  
Peter Brett Associates  
Piccadilly Gateways Ltd and Realty Estates Ltd  
Pilling's Lock Marina Ltd

Pin Property Consultants  
Pinnington  
Pinsent Masons LLP (on behalf of Plastic Omnium Automotive Ltd)  
Planning & Design Group (on behalf of Chatsworth Settlement Trustees)  
Projekts MCR Ltd  
Property Alliance Group  
Purcell  
Quartzelec Ltd  
Raynes Architecture  
RCL  
Retford & Worksop (Chesterfield Canal) Boat Club Ltd  
Rider Loretta Budenall  
Ripple Developments (UK) Ltd  
Ross and Catherall  
Goshalk (on behalf of Royal London Asset Management)  
Rumpus PR  
Ruralis  
Russell Poole - Chartered Surveyor (on behalf of Lord Stafford)  
S4B Manchester  
Salvo's Restaurant  
Sandon Road Motors (Stafford) Ltd  
Sandy Brown Associates  
Savills (UK) Ltd (on behalf of National Grid)  
Schneider Electric  
Scottish Widows Investment Partnership  
Seddon Construction  
Seren Energy Ltd  
Sheffield Business Park Phase 2 Ltd  
Shepherd Gilmour  
Siemens  
Solvay  
Southway Housing Trust  
Spawforths (on behalf of Goodman)  
Spie UK Ltd  
Stephenson & Son (on behalf of Nigel Guy Pears)  
Storengy UK Ltd  
Strutt & Parker LLP  
Swillington Organic Farm Ltd  
Swillington Park Fishing  
Tata Steel  
Taylor Business Park  
Team Netsol Ltd  
TEJ Properties  
The Fairhurst Design Group Ltd  
The Property Works  
Threadneedle Investments  
TLT Solicitors  
Torres Eng & Pumps Ltd  
Town Centre Securities PLC  
Tranter International AB  
Tuffin Ferraby Taylor LLP  
Turley Associates

Turner Morum LLP (on behalf of Tata Chemicals Europe Ltd and British Salt Ltd)  
United Utilities Water PLC  
Unique Consulting Solutions Ltd  
URS Infrastructure & Environment UK Ltd  
Warwick Ward Machinery Ltd  
Wates Construction  
W.B Daw & Son  
Wenso Ltd  
West Register  
Westshield Ltd  
Wharfman  
Wheler Foundation  
Willmott Dixon  
WML Consulting  
Wolseley UK (trading as Burdens Ltd)  
Woodview Electronics Ltd  
Workman (on behalf of Threadneedle Pensions Ltd)  
WSP Group  
Yingde Group  
Yorkshire Post Newspapers

#### **CAMPAIGN AND REPRESENTATIVE GROUPS**

20 Miles More Ltd  
51m  
Altofts & Kirkthorpe Against HS2  
Associated Society of Locomotive Steam Enginemen and Firemen (ASLEF)  
Barnsley Local Access Forum  
Barnsley & Rotherham Chamber of Commerce  
Bradford Chamber of Commerce  
Culcheth And District Railway Action Group (CADRAG)  
Campaign for Better Transport  
Campaign For Rail  
Carr Vale Community Association  
Cheshire and Warrington Local Enterprise Partnership  
Church Fenton Says NO to HS2  
The Coal Authority  
Commercial Boat Operators Association  
Conservative Transport Group  
Crofton Neighbourhood Action Group  
Derby and Derbyshire Local Access Forum (DADLAF)  
Derby and Derbyshire Rail Forum  
Derbyshire and Peak District Campaign for Better Transport  
Derbyshire Economic Partnership  
Derbyshire, Nottinghamshire and Leicestershire Chamber of Commerce  
Drayton Bassett Against HS2  
Federation of Small Businesses  
Friends of Capital Transport Campaign  
Friends of Carlton Marsh  
Friends of the Derwent Valley Line (FDVL)  
Go-HS2  
Greater Birmingham and Solihull Local Enterprise Partnership

Greater Birmingham Chambers of Commerce  
Greater Manchester Chamber of Commerce  
Greater Manchester Local Enterprise Partnership  
Greengauge 21  
Harrogate Line Rail User Group  
Heath Village HS2 Group  
Heathrow Airline Operators Committee (AOC)  
High Speed Rail Scotland Group  
High Speed UK  
HS2 Action Alliance  
Huddersfield Penistone Sheffield Rail Users Association  
Humber Local Enterprise Partnership  
Institution of Civil Engineers  
Ingestre & Tixall Against HS2 Action Group  
K.B. STOP HS2  
Killamarsh & Renishaw Action Group  
Lancashire Enterprise Partnership  
Leeds, York and North Yorkshire Chamber of Commerce  
Leicestershire Local Access Forum  
Liverpool & Sefton Chambers of Commerce  
London (Heathrow) Airline Consultative Committee (LACC)  
London Forum of Civic & Amenity Societies  
Long Eaton Chamber of Trade  
Lowton East Neighbourhood Development Forum  
Madeley Stop HS2 Action Group  
Marston Against HS2  
Mid Cheshire Against HS2 (MCAHS2)  
Mid Yorkshire Chamber of Commerce  
Middleton HS2 Action Group (MHAG)  
National Farmers Union  
North East Chamber of Commerce  
North Staffordshire Rail Promotion Group  
North West Rail Campaign  
North West Transport Activists Roundtable  
Northallerton and Thirsk Rail Users Group  
Nottinghamshire Campaign for Better Transport  
One Voice Against HS2  
Packington HS2 Action Committee  
Polesworth & District Stop HS2 Action Group  
Pontefract, Knottingley, Featherstone, Streethouse Labour Party Rail Action Group  
Private Sector Members Sheffield City Region Local Enterprise Partnership  
Rail Delivery Group  
RailFuture  
Residents against Toxic Scheme  
Risley Moss Action Group  
Rixton-with-Glazebrook Parish Plan Steering and Implementation Team  
Rixton-with-Glazebrook HS2 Action Group  
Rotherham Local Access Forum  
Safeguarding for West Midlands to Manchester  
Scottish Association for Public Transport  
Sheffield Chamber of Commerce & Industry

Sheffield City Region Local Enterprise Partnership  
Solihull Ratepayers Association  
South Broxtowe 20/20  
South Cheshire Chamber of Commerce and Industry Ltd  
The Swillington, Oulton, Woodlesford, HS2, Action Together group (SOWHAT)  
Staffordshire Chambers of Commerce  
Stoke-on-Trent And Staffordshire Enterprise Partnership  
Stop HS2  
Stop HS2 - South Yorkshire  
Strelley Village Parish Group - Action Group HS2  
Tees Valley Unlimited (TVU)  
Tonge and Breedon HS2 Action Group  
Trafford Green Party  
TravelWatch East Midlands  
TravelWatch NorthWest  
Warburton HS2 Action Group  
West of England Local Enterprise Partnership  
Whitemoss Club for Young people.  
Whitmore and Baldwins Gate Action Group

#### **ENVIRONMENT, HERITAGE, AMENITY OR COMMUNITY INTEREST GROUP**

Ashby Canal Association  
Ashby Canal Trust  
Ashton-cum-Aughton History Group  
Barnsley Biodiversity Trust  
Barnsley, Dearne & Dove Canals Trust  
Battlefields Trust  
The Bridgewater Canal Company Ltd  
Cannock Chase AONB Joint Committee  
Campaign to Protect Rural England  
Campaign to Protect Rural England Warwickshire  
Campaign to Protect Rural England Cheshire  
Campaign to Protect Rural England Lancashire  
Campaign to Protect Rural England Derbyshire  
Campaign to Protect Rural England Nottinghamshire  
Campaign to Protect Rural England South Yorkshire  
Campaign to Protect Rural England West Yorkshire  
Canoe Camping Club  
Canal & River Trust  
Cheshire Agricultural Society CIO  
The Cheshire Gardens Trust  
Cheshire Wildlife Trust  
Chesterfield and District Civic Society  
Chesterfield Canal Partnership  
Chesterfield Canal Trust  
Chesterfield & NE Derbyshire Friends of the Earth  
Church Buildings Council  
Combined Handicapped and Disabled Society (CHADS)  
Commonwealth War Graves Commission  
Culcheth Community Group  
Culcheth and Croft Horse Riders and Bridleways Association  
Ecclesfield Conservation and Local History Group

Erewash Ramblers  
Fairies Hill Moorings Ltd  
The Friends of Haw Park Wood and Anglers Country Park  
Friends of Hollinfare Cemetery  
Friends of Marie-Louise Gardens  
Friends of Rabbit Ings  
Friends of Toton Fields  
Historic Houses Association  
Ingestre Park Golf Club  
Inland Waterways Association Campaign and Communications Group  
Inland Waterways Association Chiltern Branch  
The Inland Waterways Protection Society Ltd  
Leeds Civic Trust  
Leeds Local Access Forum  
Leigh Ornithological Society  
Long Eaton Natural History Society  
Manchester Civic Society  
Manchester Jazz Festival  
Mastin Moor Walking For Health Group  
The National Association of Boat Owners  
National Trust  
North Staffordshire Bridleways Association  
Nottinghamshire Local Access Forum  
Nottinghamshire Area Ramblers  
Nottinghamshire Wildlife Trust  
Open Spaces Society  
Oulton and Woodlesford Neighbourhood Forum  
Oulton Society  
Ramblers Association  
Rabbit Ings Country Park  
Ramblers Trafford Group, part of the Ramblers Association  
Ramblers Wetherby and District Group  
Ridings Centre  
Ridware History Society  
Royal Society for the Protection of Birds (RSPB)  
Rother Valley Bridleways Group  
Shropshire Union Canal Society  
Smithy Wood Sheffield  
South Yorkshire Industrial History Society  
South Yorkshire Local Nature Partnership  
Staffordshire & Birmingham Agricultural society  
Staffordshire Gardens and Parks Trust  
Staffordshire Wildlife Trust  
Strelley Village Green Society  
Sustrans East Midlands  
Tame Valley Wetlands Landscape Partnership  
Trans Pennine Trail  
Trent & Mersey Canal Society  
Trustland Group  
Wakefield District Biodiversity Group  
Wakefield District Local Access Forum  
Walton Neighbourhood Plan

Warwickshire Wildlife Trust (WKWT)  
West Midland Bird Club  
West Riding Area Countryside Committee Ramblers Association  
West Yorkshire Archaeology Advisory Service  
Wildlife Habitat Protection Trust  
The Wildlife Trusts  
Wildlife Trust for Sheffield and Rotherham  
The Wildlife Trust for Lancashire, Manchester & North Merseyside  
Withington Golf Club  
Woodlands Trust  
Woodthorpe Village Community Group  
The Yarlet Trust  
Yorkshire Farming and Wildlife Partnership  
Yorkshire Wildlife Trust

### **LOCAL AUTHORITIES, TOWN COUNCILS AND COUNCILLORS**

Ashby-de-la-Zouch Town Council  
Ashfield District Council  
Association of North East Councils (ANECs)  
Barnsley Metropolitan Borough Council  
Birmingham City Council  
Blackburn with Darwen Borough Council  
Blackpool Council  
Bolsover District Council  
Breckland Council  
Brinsworth and Catcliffe Ward Labour Party  
Broxtowe Borough Council  
Broxtowe Borough Council Conservative Group  
Carlisle City Council  
Cheshire East Council  
Cheshire East Council Labour Group  
Cheshire West and Chester Council  
Chesterfield Borough Council  
City of Bradford Metropolitan District Council  
City of Edinburgh Council  
City of York Council  
City of York Council/Consortium of East Coast Main Line Authorities  
Cllr Beverley Gail Turner (Ashfield District Council) and Cllr Paul Wilson (Pinxton Parish Council) – joint response  
Cllr Chris Wilson, Parish of Plumley with Toft & Bexton  
Cllr David Dundas, Lichfield City Council, Curborough Ward  
Cllr Elizabeth Nash, City and Hunslet Ward  
Cllr Karen Bruce, Rothwell  
Cllr Mark Hackett, Charestown Ward  
Cllr Mark Stocks, Cheshire West and Chester, Shakerley Ward  
Cllr Mike Vobe, Culcheth  
Cllr Paul Bretherton, Cllr Bill Brinksman, and Cllr Tony McCarthy, Rixton and Woolston Ward  
Cllr Paul T Campbell, Warrington North, Culcheth, Glazebury and Croft Ward  
Cllr Roger L'Amie, Bradford Metropolitan District Council  
Crewe Town Council



Cumbria County Council  
Derby City Council  
Derbyshire County Council  
Doncaster Metropolitan Borough Council  
East Midlands Councils  
Erewash Borough Council  
Glasgow City Council  
Greater Manchester Combined Authority  
Hertfordshire County Council  
Kettering Borough Council  
Labour Member for Charlestown Ward  
Labour Party - Culcheth, Glazebury and Croft Ward  
Lancashire County Council  
Leeds City Council  
Leicester City Council  
Leicestershire County Council  
Liverpool City Region  
London Borough of Camden  
Manchester City Council  
Manchester Green Party  
Newark & Sherwood District Council  
Normanton Town Council  
North Warwickshire Borough Council  
North West Leicestershire District Council  
North Yorkshire County Council  
Northamptonshire County Council  
Nottingham City Council  
Nottinghamshire County Council  
Pembrokeshire County Council  
Rotherham Metropolitan Borough Council  
Rushcliffe Borough Council  
Salford City Council  
Selby District Council  
Sheffield City Council  
South Derbyshire District Council  
Stafford Borough Council  
Staffordshire County Council, Litchfield District Council and Newcastle-under-Lyme Borough Council - joint response  
Stoke-on-Trent City Council  
Stoke-on-Trent Conservative Group  
Stone Town Council  
Tamworth Borough Council  
Trafford Council  
Trafford Metropolitan Borough Council  
Wakefield Council  
Warrington Borough Council  
Warwickshire County Council  
West Lancashire Borough Council  
Wigan Council

## **PARLIAMENT**

Alec Shelbrooke MP, Elmet & Rothwell (Leeds)  
Andrew Bridgen MP, North West Leicestershire  
Rt.Hon. Andy Burnham MP, Leigh  
Angela Smith MP, Penistone and Stockbridge  
Anna Soubry MP, Broxtowe  
Bill Cash MP, Stone  
Christopher Pincher MP, Tamworth  
Dan Byles MP, North Warwickshire and Bedworth  
David Blunkett MP, Sheffield Brightside and Hillsborough  
David Mowat MP, Warrington South  
Graham Brady MP, Altrincham and Sale West  
Hugh Bayley MP, York Central  
Helen Jones MP, Warrington North  
Jeremy Lefroy MP, Stafford  
Jon Trickett MP, Hemsworth  
Lucy Powell MP, Manchester Central  
Michael Dugher MP, Barnsley East  
Natascha Engel MP, North East Derbyshire  
Nigel Adams MP, Selby and Ainstrey  
Paul Blomfield MP, Sheffield Central  
Paul Farrelly MP, Newcastle-Under-Lyme  
Sarah Champion MP, Rotherham  
Sheila Gilmore MP, Edinburgh East  
Veronica King, Parliamentary Candidate, Elmet & Rothwell Labour Party  
Yvette Cooper MP, Normanton, Pontefract and Castleford

## **PARISH COUNCILS**

Ackworth Parish Council  
Ashley Parish Council  
Ault Hucknall Parish Council  
Austrey Parish Council  
Bostock Parish Council  
Breadsall Parish Council  
Brereton and Ravenhill Parish Council  
Castle Donington Parish Council  
Cheshire East Cluster Group of Parish Councils  
Cheshire East Parish Council Cluster Group  
Church Fenton Parish Council  
Culcheth and Glazebury Parish Council  
Curdworth Parish Council  
Davenham Parish Council  
Doddington and District Parish Council  
Elmet Parish Council  
Havercroft-with-Cold Hiendley Parish Council  
High Legh Parish Council  
Hixton Parish Council  
Hopton & Coton Parish Council  
Ingestre Parish Councillors  
Ingestre Parochial Church Council  
Ingestre with Tixall Parish Council  
Kings Bromley Parish Council

Lach Dennis Parish Council  
Ledsham Parish Council  
Ledston Parish Council  
Lostock Gralam Parish Council  
Lymm Parish Council  
Marston Parish Council  
Measham Parish Council  
Mere Parish Council  
Micklefield Parish Council  
Millington Parish Council  
Newton Regis, Seckington and No Mans Heath Parish Council  
Nuthall Parish Council  
The Parishes of Oughtrington and Warburton  
Packington Parish Council  
Pickmere Parish Council  
Plumley with Toft and Bexton Parish Council  
Polesworth Parish Council  
Rhyll Parish Council  
Ringway Parish Council  
Rixton-with-Glazebrook Parish Council  
Ryhill Parish Council  
Sandiacre Parish Council  
Saxton-cum-Scarthingwell With Lead Parish Council  
Selston Parish Council  
South Hiendley Parish Council  
South Milford Parish Council  
Stanton-by-Dale Parish Council  
Stukeleys Parish Council  
Tabley Parish Council  
Tibshelf Parish Council  
Towton Parish Council  
Trowell Parish Council  
Ulleskelf Parish Council  
Walton Parish Council, Wakefield  
Warburton Parish Council  
Warmfield-cum-Heath Parish Council  
Weston and Basford Parish Council  
Whitmore Parish Council  
Wincham Parish Council  
Wybunbury Parish Council

**PUBLIC AND STATUTORY BODIES**

English Heritage  
Environment Agency  
Forestry Commission England  
Natural England  
National Forest Company  
Peak District National Park Authority  
Public Health England

## **RESIDENTS' ASSOCIATIONS**

Ascol Drive and Cranage Villas Resident's Association  
Brook Street Residence Action Group  
Lostock Residents' Group  
Mastin Moor Tenants and Residents Association  
Packington Nook Residents Association  
Raid Action Group  
West Didsbury Residents Association  
West Gorton Residents' Steering Group

## **SURVEYORS**

Bircham Dyson Bell LLP  
Fisher German LLP  
Hamer Associates  
Hinson Parry & Company  
P Wilson & Company  
Poole Dick Associates  
T Sumner Smith Ltd  
Thornburn & Co Ltd  
Wilbys Chartered Surveyors  
WT Partnership

## **TRANSPORT**

Birmingham Airport  
British Airways  
Centro  
DB Schenker Rail UK  
East Midlands Airport  
Heathrow Airport  
The Highways Agency  
Manchester Airport Group PLC (MAG)  
Merseyrail  
Network Rail  
Nexus (Tyne and Wear Passenger Transport Executive)  
Progress Rail Services (UK) Ltd  
Rail Freight Group  
Scottish High Speed Rail Partnership Group  
South Yorkshire Integrated Transport Authorities (SYITA)  
Transport For Leigh  
Transport for London  
Transport Salaried Staffs' Association (TSSA)  
Wynns Ltd

## **OTHER**

All Saints Church, Strelley  
Lagan's Foundation  
Manchester Business School  
Meadows Community School  
Packington Church of England Primary School  
Rixton-with-Glazebrook Pre-School  
St Leonard's Church, Dordon  
Sheffield Area Geology Trust (SAGT)

- The Sheffield College
- South Cheshire College
- South Yorkshire County Scout Council
- Xaverian College, Manchester

## APPENDIX B – DETAILS OF CAMPAIGN RESPONSES

A total of **30 identical sets of responses** were received, each of which are detailed within the table below.

<b>Table C1 Campaigns submitted as part of the HS2 Consultation on the route from the West Midlands to Manchester, Leeds and beyond</b>	
	<b>Number of responses</b>
Cheshire's Second Rail Revolution	715
West Midlands and Leeds Part 1 (SOWHAT)	708
Stop HS2 through Altofts	445
Rixton-with-Glazebrook response form campaign	441
Disagree: HS2 and Beyond	426
The Village of Culcheth: Oppose HS2 / CADRAG	347
The Lee Brigg Club	296
Golborne from Hoo Green: Objection	275
Conservative Objection - Village of Lowton	251
Chesterfield-canal-trust.org	201
Manchester and West Midlands: Disagree	176
StopHS2.org Part 2	170
The Future Starts Here	159
StopHS2.org Part 1	152
North West Leicestershire Objection	127
Object Rixton-with-Glazebrook	117
West Midlands and Leeds Part 2 (SOWHAT)	114
Lymm Communities: Object	106
Opposed to the Construction of HS2	45
Parish Council and Community In Favour	41
Mid-Cheshire against HS2	19
Campaign submitted by various businesses – Part 1	16
Online campaign 1	16
High speed line is unnecessary	10
Online campaign 3	8
Crewe station should move to Etruria	8
Warrington Stop HS2	7
Online campaign 2	7
Cannot be Justified	6
Campaign submitted by various businesses – Part 2	5
<b>Total</b>	<b>5,414</b>

Details of each of these campaigns are as follows:

### **C.1 Cheshire's Second Rail Revolution (715 responses)**

This campaign took the form of a pre-printed postcard with space for the respondents to write their names, addresses and postcodes. It included a link to the web page [www.cheshireeast.gov.uk/hs2](http://www.cheshireeast.gov.uk/hs2).

### **C.2 West Midlands and Leeds Part 1 (708 responses)**

This campaign consisted of a two-page set of responses to questions 4 and 7 in the response form, with space at the bottom of the second page for respondents to write their names, signatures and addresses, as well as the date.

Selected text from this campaign was used as part of three non-campaign responses.

153 respondents submitted additional comments alongside the full campaign text.

A few respondents giving additional comments disagreed with the route due to its potential negative impacts on Leeds and the surrounding area. More specifically, a few expressed concern for communities and the Area of Natural Beauty in Woodlesford as well as Swillington Organic Farm. A handful of respondents supported Alec Shelbrooke's alternative route to minimise these impacts. There were also a handful of other calls for the line to be re-routed, particularly the spur to Leeds and the section from Sheffield to ECML via Garforth (HSL17).

### **C.3 Stop HS2 through Altofts (445 responses)**

This campaign was received by email. It consisted of a cover letter, addressed to Councillor Peter Box, and printed on headed paper from the Altofts & Kirkthorpe Against HS2 action group.

A series of questionnaires were attached to the letter, which gave respondents the opportunity to sign, and mark their agreement or disagreement next to a series of bullet points. There was also space provided for respondents to write in their own comments.

The response included a summary of the number of votes for each statement. However, these counts differed from those calculated by Ipsos MORI. The counts as verified by Ipsos MORI were as follows:

**Table C2 Stop HS2 through Altofts campaign responses**

<b>Statement</b>	<b>Number of ticks</b>
<i>Are you against the HS2 train route through Altofts because:</i>	
Your property will be directly affected/in close proximity	236
You are worried about the value of your property/trying to sell your property	254
The noise and disruption	356
The fact that it will cross/destroy public footpaths in the area	410
It will affect your enjoyment of the area in which you live	375
It will affect your commute to London from Wakefield	145
The billions of pounds it will cost to build the HS2	408
The wildlife habitats/SSSI it will destroy	410
<i>Would you prefer the costs of HS2 to be invested locally in:</i>	
Improving the local road network	389
Improving the local rail network	372
Investment in High Speed Broadband to attract business as well as benefit local people	294

Selected text from this campaign was incorporated into four non-campaign responses. 105 respondents submitted additional comments.

Although a handful commented on the route around Golborne on the western leg, the majority of responses concerned the eastern leg. These largely echoed the points made in the main campaign response, with the most frequent comment being that HS2 would not bring any benefits to people in Altofts. There were also several concerns about noise pollution, and the impact on the landscape, and a handful of comments on other issues.



#### **C.4 Rixton-with-Glazebrook Response form (441 responses)**

This campaign was submitted using a response form template similar to the official response form, with detailed responses given to each of the questions. Respondents ticked the box to say they were submitting an individual response. Two pages of additional evidence were attached.

The response text was identical to that submitted as part of the Warrington Stop HS2 campaign response.

Selected text from this campaign was incorporated into 10 non-campaign responses.

There were 436 respondents who submitted additional comments. On the western leg, additional comments largely reiterated points made in the main consultation response, commenting upon negative impacts upon Rixton-with-Glazebrook, for instance Rixton Primary School. There were also criticisms of the sustainability impacts of HS2.

#### **C.5 Disagree: HS2 and Beyond (425 responses)**

This campaign took the form of a postcard, on one side of which appeared the freepost address for replies and some paragraphs that described the consultation and invited people to send in responses through the postcard.

On the reverse side of the card, there were pre-printed answers to some of the questions in the response form. Respondents were invited to write in their names and addresses beneath these to show agreement with these answers. Question 1, 2a, 2b, 3, 7, 8 and 9 were answered.

Selected text from this campaign was used as part of two non-campaign responses.

There were 18 respondents who submitted the full campaign text, but added extra comments. Additional comments for the western leg focused on negative impacts on communities in Staffordshire, particularly Kings Bromley.

#### **C.6 The Village of Culcheth: Oppose HS2/ CADRAG (325 responses)**

This campaign gave detailed answers to five questions from the response form. These were introduced by a covering letter that summarised the reasons for the responses. Beneath this introduction on the front page, there was space for respondents to write in their signatures, names, addresses and postcodes.

The detailed answers were to questions 1, 2, 3, 7 and 8.

There were 24 partial campaign responses submitted, where only some of the campaign text was used. Additionally, selected text from this campaign was incorporated into 23 non-campaign responses.

There were 261 respondents who submitted the whole campaign, but added extra comments to the main text. The additional comments largely built on the sentiment of the main campaign response, reiterating reasons for disagreement with the route through Culcheth, and the wider Warrington area. There were also a few criticisms of the eastern leg route and the sustainability impacts of the route.

### **C.7 Lee Brigg Club (296 responses)**

This campaign took the form of a one page pre-written postal letter. Instructions at the top of the page informed respondents that separate forms should be signed by all those who wished to make an appeal in that household.

Nine respondents submitted additional comments alongside the campaign text, making general criticisms of the impacts of the route.

### **C.8 Golborne from Hoo Green Objection (275 responses)**

This campaign came in the form of a postcard, on one side of which was the freepost address for the consultation and spaces for respondents to write their signatures, names, addresses, postcodes and the date. On the other side of the card, there were pre-written responses to questions 1, 7 and 8.

One partial campaign was submitted, containing only some of the campaign text. Additionally, selected text from this campaign was incorporated into eight non-campaign responses.

Four respondents submitted the full campaign response but added extra comments to the main campaign text, largely reiterating the points made in the main consultation response.

### **C.9 Conservative objection – Village of Lowton (251 responses)**

This pre-printed campaign was written as part of a single-sheet news update from a Conservative councillor in Lowton.

On the reverse side of the news update was a pre-printed set of objections to the HS2 proposals. Below these, there was space for people to write their own comments, their names and addresses, and they were invited to send the completed document to the designated PO box for consultation responses.

There were 174 respondents who submitted additional comments alongside the campaign text. These mainly focused on negative impacts of the proposed route and the rolling stock depot on the village of Lowton, specifically, the lack of benefits for residents, negative property impacts and the potential for increased congestion.

#### **C.10 Chesterfield-canal-trust.org (201 responses)**

This campaign was submitted online via the response form. Respondents submitted identical text.

There were 11 partial campaign responses submitted, containing only sections of the campaign. Additionally, selected text from this campaign was incorporated into 54 non-campaign responses.

There were 131 respondents who submitted additional comments alongside the campaign text. Comments on the eastern leg largely reiterated points made in the main campaign response, about Chesterfield Canal and the surrounding area. There were a handful of comments about the western leg, with a few in support and others disagreeing. There were a few criticisms about the sustainability impacts of the route.

#### **C.11 Manchester and West Midlands: Disagree (174 responses)**

This campaign took the form of a postcard, with the freepost address for replies and space for respondents to write their names, addresses, postcodes and email addresses on one side.

On the reverse side, there were pre-printed answers to four of the questions in the response form. The return of the completed postcard stood for agreement with pre-printed answers to questions 1, 2a, 2b, 3, 7, 8 and 9.

There were 55 respondents who submitted additional comments alongside the campaign text. On the western leg, a few discussed potential negative economic and environmental impacts on the Staffordshire region. There were also more general comments about the sustainability impacts of the route.

#### **C.12 Stop HS2 Part 2 (170 responses)**

The text of this campaign followed very closely the text of Campaign 16 (Stop HS2 Part 1), except for some additional points at questions 2, 3, 5, 6, 7, 8 and 9.

There were 25 partial campaign responses that were submitted, containing only sections of the campaign. Additionally, selected text from this campaign was incorporated into 35 non-campaign responses.

There were 36 respondents who included additional comments alongside the main campaign text. There were a few specific criticisms of both the impacts of the western leg, with Warrington and Tatton mentioned, and the eastern leg, specifically in relation to Chesterfield Canal, Pooley Country Park and Church Fenton. There were also comments about the sustainability impacts of the route. Suggested alternatives included upgrading Colton Junction, having a station in Stafford or Stoke-on-Trent, and having the route join the WCML south of Warrington Quay station.

### **C.13 The Future Starts Here (159 responses)**

This campaign took the form of a blue pre-printed postcard. It provided space for respondents to write their names and contact details, as well as a small space for any extra comments they wished to include.

There were 53 respondents who submitted additional comments alongside the campaign text. There were positive comments about the sustainability impacts of the route and the ability of HS2 to free capacity.

### **C.14 StopHS2.org Part 1 (152 responses)**

This email campaign put forward an overall argument, followed by answers to each of the questions in the response form. Before these, there were entry fields for respondents to enter their titles, names and postcodes as well as the names of any organisations they represented and whether they wished their responses to be confidential.

Four partial campaigns were submitted, containing only sections of the campaign. Additionally, selected text from this campaign was incorporated into three non-campaign responses.

There were 29 respondents who added extra comments to the main text. There were criticisms of the impacts in Chorlton, Hough, Cheshire, Long Eaton and general disagreement with the route from High Legh to Golborne and through Hoyland. A handful of respondents supported an alternative route through Warrington, avoiding Lowton. There were a few criticisms about the sustainability impacts of the route and proposals to introduce other utilities along the route.

### **C.15 North West Leicestershire Objection (126 responses)**

This campaign took the form of a one-page, pre-written postal letter, with space for the respondents to sign and write their addresses at the bottom.

The campaign set out seven bullet points which covered objections to HS2.

Four partial campaigns were submitted, where only some of the campaign text was used. Additionally, selected text from this campaign was incorporated into 10 non-campaign responses.

There were 22 respondents who submitted additional comments alongside the main campaign text. There were a few concerns expressed about potential negative impacts on North West Leicestershire. It was suggested that a hub station in Derby instead of Toton might minimise impacts. Constructing an east-west split at Lichfield with the eastern section following the A38 was put forward as an alternative route.

#### **C.16 Object Rixton-with-Glazebrook (117 responses)**

As part of this campaign, a pre-printed response was produced that outlined specific views on the proposed western leg. Those responding were invited to write their name and address on dotted lines.

Three respondents submitted additional comments alongside the campaign text. These mainly focused on negative impacts on the Warrington area.

Three partial versions of this campaign were submitted, and additionally, selected text from this campaign was used as part of two non-campaign responses.

#### **C.17 West Midlands and Leeds Part 2 (114 responses)**

This campaign was almost identical to the West Midlands and Leeds Part 1 Campaign. It also consisted of a two-page set of responses to questions 4 and 7 in the response form, with space at the bottom of the second page for respondents to write their names, signatures and addresses, as well as the date.

Selected text from this campaign was used as part of one non-campaign response.

There were 26 respondents who submitted the full campaign response but added extra comments to the main campaign text. On the eastern leg, several respondents disagreed with the route, with a handful of comments disagreeing with the section through Swaithe Hall, Barnsley, and Staveley. Concerns were raised about impacts on Swillington and Woodlesford. One respondent mentioned support for Alec Shelbrooke's proposed alternative route.

### **C.18 Lymm Communities: Object (103 responses)**

This campaign gave detailed answers to five questions from the response form. These were introduced by a covering letter that summarised the reasons for the responses. Beneath this introduction, there was space for respondents to write in their signatures, names, addresses and postcodes.

The detailed answers were to questions 1, 2, 3, 7 and 8.

Nine partial campaigns were submitted, containing only sections of the campaign. Additionally, selected text from this campaign was incorporated into five non-campaign responses.

There were 22 respondents who made additional comments alongside the campaign text which largely built on points made in the main consultations response. There were also comments on the sustainability impacts of the route.

### **C. 19 Opposed to the Construction of HS2 (45 responses)**

This campaign contained pre-printed text that gave answers to six questions on the response form. It had space at the start for the respondents to write their names, addresses and postcodes.

Selected text from this campaign was used as part of two non-campaign responses.

### **C. 20 Parish Council and Community in Favour (41 responses)**

This was a short, typed letter submitted by post from a community explaining their views.

Two respondents submitted additional comments alongside the campaign text in general support of the scheme.

### **C. 21 Mid-Cheshire Against HS2 Campaign Response (19 responses)**

This campaign was submitted online via the response form. Respondents submitted identical response texts to question 1, 2, 3, 7, 8 and 9.

Three partial campaigns were submitted, containing only sections of the campaign. Additionally, selected text from this campaign was incorporated into 21 non-campaign responses.

There were 11 respondents who submitted additional comments alongside the campaign text. There were criticisms of the western leg and concerns raised about the

environmental impacts of the route. It was suggested that the line be re-routed to avoid the Aire Valley.

### **C. 22 Campaign submitted by various businesses – Part 1 (16 responses)**

Participants in this postal campaign wrote their own covering letter to convey their overall thoughts on HS2. Along with the letter, there was a pre-printed set of detailed answers to all the questions in the response form.

Selected text from this campaign was incorporated into 16 non-campaign responses.

There were 30 respondents who submitted additional comments alongside the main campaign text. A few respondents expressed disagreement with the spurs to Golborne and Manchester and the viaduct over the Manchester Ship Canal, arguing that property and business would be severely impacted by the route. Several respondents submitted plans for a shorter alternative route which was argued to be more appropriate. There were also general criticisms of the sustainability impacts of the route.

### **C.23 Online Campaign 1 (16 responses)**

This campaign was submitted online via the response form. Respondents submitted identical text.

Selected text from this campaign was incorporated into five non-campaign responses. Nine respondents submitted additional comments alongside the campaign text, expressing disagreement with the route.

### **C.24 High Speed Line is unnecessary (10 responses)**

This was a hand-written campaign sent by post. Selected text from this campaign was incorporated into one non-campaign response.

### **C.25 Online Campaign 3 (8 responses)**

This campaign was submitted online via the response form. Respondents submitted identical text to question 5b.

Eight respondents submitted additional comments alongside the campaign text. There were criticisms of the route overall and in respect of Killamarsh, the Trans Pennine Trail and Rother Valley Country Park. It was suggested that the route should follow existing freight lines past Killamarsh, or the Killamarsh to Beighton or Sothall line; that the route should follow the M1, away from the Rother Valley; and that more tunnels should be used.

### **C.26 Crewe Station to be moved to Etruria (8 responses)**

This letter campaign had pre-printed responses to all questions on the response form, and these appeared across a two-page document. At the bottom of the second page, there was space for respondents to write their signatures and names.

Selected text from this campaign was incorporated into 17 non-campaign responses.

Three respondents submitted additional comments alongside the campaign text, criticising the impacts of the spurs to Manchester and Golborne and negative impacts on Trowell, with the suggestion that a cutting would be more appropriate than the proposed viaduct in this area.

### **C.27 Warrington Stop HS2 (7 responses)**

This email campaign had detailed answers to all the questions in the response form. After this, there appeared a statement which said that the document had been prepared by the Rixton-with-Glazebrook HS2 Action Group and that the respondent completely agreed with the contents of it. Respondents then entered their signatures, names and the date of completion.

Selected text from this campaign was incorporated into 10 non-campaign responses.

### **C.28 Online Campaign 2 (7 responses)**

This campaign was submitted online via the response form. All questions were answered.

Selected text from this campaign was incorporated into two non-campaign responses.

One respondent submitted additional comments alongside the campaign text.

### **C.29 Cannot be Justified (6 responses)**

This email campaign consisted of a series of comments about the project, but without any space for respondents to identify themselves.

Selected text from this campaign was incorporated into two non-campaign responses.

### **C.30 Campaign submitted by various businesses – Part 2 (5 responses)**

The format and content of this campaign was identical to 'Campaign submitted by various businesses – Part 1' (16 responses), with each response including a unique cover letter, as with Part 1.

Four respondents submitted additional comments alongside the campaign text. There were criticisms of the loss of agricultural land as a result of the route, particularly in



Culcheth, and the potential blight to property caused by the route passing over the Manchester Ship Canal.