

High Speed Two is the Government's planned new, high speed railway. HS2 Ltd is the company responsible for designing and building the railway, and for making recommendations to the Government.

This factsheet is to update you about the route between Worthington and Trowell, eastern leg. It explains:

- where the route would go in this area, and how it has changed since the consultation in 2013;
- sections of the route that we are consulting on;
- how to find more information about the route and the project; and
- how to get in touch with us.

The route towards Leeds and the North East

The Phase 2b eastern leg would form approximately 123 miles (198km) of new railway and would begin north-east of Birmingham at the Phase One junction near Marston. The eastern leg would include the proposed East Midlands Hub station at Toton and would terminate at an integrated station in Leeds city centre. It would also provide a connection to the existing network at Clay Cross to allow trains to serve Chesterfield and Sheffield, as well as a connection to the East Coast Main Line via the existing rail network at Church Fenton, south of York.

Between July 2013 and January 2014

HS2 Ltd consulted the public on the proposed route and stations for Phase Two of HS2, from the West Midlands to Manchester, Leeds and beyond.

In November 2015

The Government announced its intention to bring forward the delivery of the Phase Two route between the West Midlands and Crewe, known as Phase 2a.

In November 2016

The Government announced proposals for the remainder of the Phase Two route, known as Phase 2b.

Out of date as of 17 July 2017

In your area

The preferred route would follow the A42, north-west of Worthington to Junction 23a of the M1. The route would then head north, remaining east of the M1 corridor and passing to the west of Kegworth. The route would cross the River Soar floodplain on a viaduct approximately 2 miles (3 km) in length and past East Midlands Parkway station. This would be followed by a cut-and-cover tunnel through Red Hill. The route would then cross the River Trent floodplain and the existing railways south of Long Eaton on a viaduct.

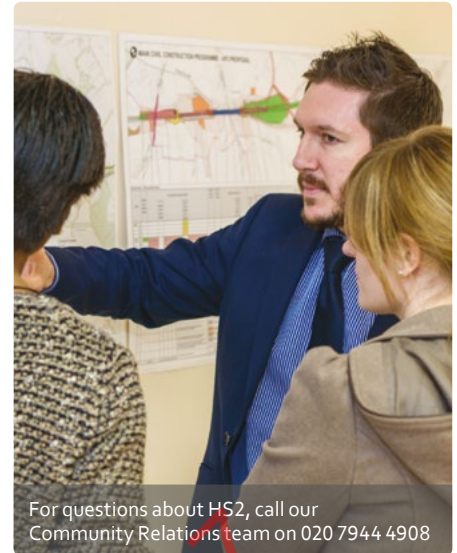
Two options through Long Eaton are presented at this stage:

In one option, the route would continue through Long Eaton on a 3 mile (4.7km) viaduct, to the east of the existing low-level rail corridor at a height of approximately 17m. The route would fall in height towards the East Midlands Hub station, to approximately 5m, before passing under the A52.

In the alternative, the route would pass through Long Eaton on a retained structure to the east of the existing low-level rail corridor at a height of approximately 3.5m. This option would require a number of road diversions in Long Eaton. The route would then be at ground level as it approaches the station before passing under the A52.

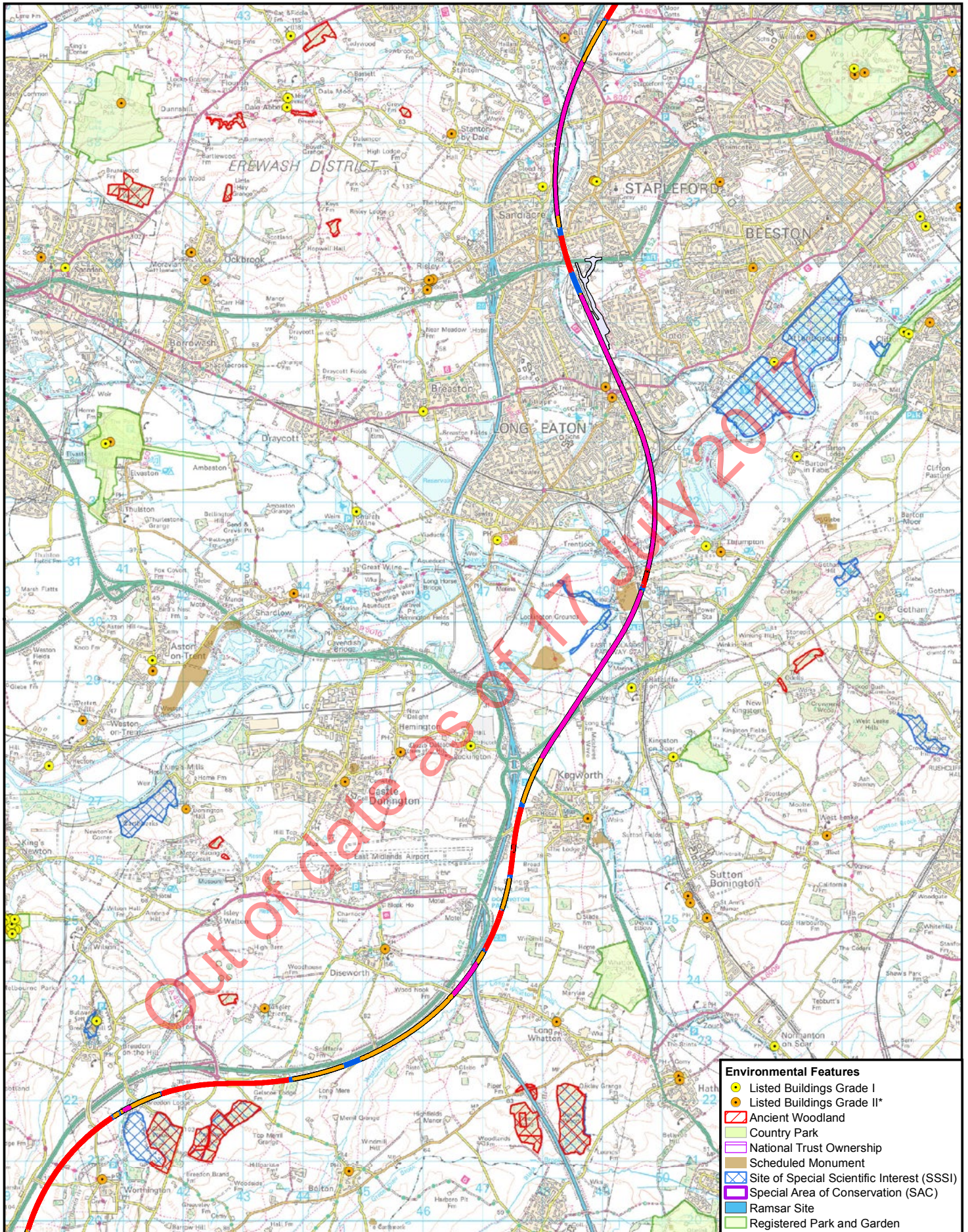
For both options, the route would cross the River Erewash twice on an approximately 1.6 mile (2.6km) long viaduct, before re-joining the M1 transport corridor to the east towards Trowell. It is expected that the M1 would be required to be permanently realigned to the west for approximately 1 mile at Stanton Gate.

Please refer to the East Midlands Hub Station factsheet for more information.



For questions about HS2, call our
Community Relations team on 020 7944 4908

Out of date as of 17 July 2017



Environmental Features	
	Listed Buildings Grade I
	Listed Buildings Grade II*
	Ancient Woodland
	Country Park
	National Trust Ownership
	Scheduled Monument
	Site of Special Scientific Interest (SSSI)
	Special Area of Conservation (SAC)
	Ramsar Site
	Registered Park and Garden

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Legend	
Preferred Route	
	At Grade
	Bored Tunnel
	Cut And Cover Tunnel
	Cutting
	Embankment
	Viaduct
	Depot/Station Operational Boundary
	Phase One/2a Route

High Speed Two
Phase 2b
Worthington to Trowel

Scale at A4: 1:80,000

Registered in England. Registration number 06791686.
Registered office: 2 Snowhill, Queensway,
Birmingham B4 6GA.

Doc Number: PH2-HS2-CO-MAP-000-000001-P03 **Date:** 22/11/16

Changes to the route since 2013

Since the 2013 consultation we have refined the route based on consultation responses, updates to design standards, lessons learnt from Phase One and ongoing strategic review of the Phase 2b proposals.

North-west of Worthington, the route alignment has been refined to follow the A42 corridor to the east and towards the A42 junction with the M1. The alignment would avoid the East Midlands Airport and East Midlands Gateway. The route would re-join the previously consulted 2013 route as it passes East Midlands Parkway station approaching Long Eaton from the south on a viaduct.

The route through Long Eaton runs to the east of the existing low-level railway corridor. Two options are proposed as described in the 'In your area' section above.

North of East Midlands Hub station, the route would now continue on a viaduct 1.7 miles (2.7km) in length, removing a high section of embankment. This would reduce land take and increase permeability under the HS2 route.

For more information about changes to the Phase 2b route since 2013, please review the [Summary of Route Refinements](#).

Sections of the route we are consulting on in your area

We are undertaking further consultation on two sections of the route in this area. The first concerns the route as it would head along the A42 around East Midlands Airport. The second concerns the two proposed options for the route on the approach to East Midlands Hub station as it would pass through Long Eaton. This is to make sure we have considered stakeholders' views before the Secretary of State takes a decision on the route in this area. For more information about the consultation, please see the route refinement consultation document or factsheet, both of which are available at www.gov.uk/hs2, or contact HS2 using the information on this factsheet.

Who are HS2 Ltd?

We are the company set up by the Government to deal with the design, engineering and technical requirements of building the railway.

We also have an important role in making sure that if you're affected by the Government's plans, you understand what to expect (and when), and how we can help.

Out of date as of 17 July 2017

Key impacts

This section highlights the key impacts of the preferred route. For further information about these impacts, please review the [Sustainability Statement](#).

Landscape and townscape

In this section, the route would broadly follow the A42 and M1, which helps to limit potential impacts. Where possible, the HS2 route has been designed to follow the existing transport corridor. However, there would be landscape and visual impacts at Long Watton as the route would pass on a viaduct over the M1 and A42 junction. There would be landscape impacts with the route in a cutting to the west of Kegworth.

There would be landscape impacts when crossing on viaduct over the River Soar and River Trent floodplains and at Thrumpton. The viaduct through Long Eaton (approximately 17m decreasing to 5m at East Midlands Hub station) would cause visual and townscape impacts for residents in Long Eaton.

Where feasible and appropriate, we would apply a high-quality landscape design that fits into the character of the surrounding landscape. Examples of this may include the planting of trees, hedgerows and shrubs and the creation of landscape earthworks, to reduce any potential adverse impacts.

Wildlife and habitats

West of Ratcliffe-on-Soar, the preferred route would pass near Lockington Marshes Site of Special Scientific Interest (SSSI). At Trowell, the preferred route would cross Nottingham Canal Local Nature Reserve.

We will continue to work closely with Natural England and the Environment Agency to manage any potential impacts from construction and/or operation. HS2 Ltd has a policy to seek no net loss to biodiversity.

Heritage

This section of the preferred route would directly affect a scheduled Roman site just north-west of Ratcliffe-on-Soar. The preferred route would be on a viaduct at this point and impacts would be in relation to below-ground remains. The final design of the viaduct (including location of viaduct piers) would need to be sensitive to the findings of future archaeological surveys.

We will continue to work closely with Historic England to manage any potential impacts from construction and/or operation.

Water

The preferred route would cross a number of rivers and streams, and their floodplains, as well as canals. Any impacts would be kept to a practicable minimum, and we are working and will continue to work closely with the Environment Agency and other stakeholders to manage any potential impacts from construction and/or operation. Watercourse crossings are designed to reduce the effect on the watercourse, its wildlife and associated wetland habitats. The design is also engineered to take account of future flood risks.

Contact us at HS2

If you have any questions about this leaflet, please get in touch. You can contact our helpdesk on:

T: 020 7944 4908

E: hszenquiries@hs2.org.uk

For the latest documents including route plans and profile maps visit:

www.gov.uk/hs2

Noise

Our initial airborne noise appraisal for this early stage of the design process has predicted levels of railway noise on groups of dwellings during an 18-hour daytime period.¹

The sustainability mapping included within the Sustainability Statement highlights areas likely to be affected by noise based on this early appraisal. It also indicates locations at which we would explore further opportunities to mitigate airborne noise, such as the use of noise barriers and earth mounds, as well as looking at ways to reduce noise entering properties. Please see the Noise factsheet, which provides further general detail on noise impacts.

Property

It is estimated that a number of dwellings would need to be demolished along the preferred route approaching the East Midlands Hub station. Please note that at this stage of design we have not developed the construction methodology for the route or determined the resulting impacts.

Transport network and access

Along the preferred route it is likely that several roads would require permanent or temporary realignment, such as the A453, Main Street, Station Road, A6005 Nottingham Road, the A52, Derby Road, the M1 and additional minor roads. At this stage we have not designed or appraised road realignments. We are already working with Highways England and, in due course, would work with local authorities to reduce any traffic disruption that might arise.

The existing railways in the Long Eaton and Toton area would be realigned to accommodate HS2 and the East Midlands Hub. We are already working with Network Rail to develop solutions and reduce disruption.

Where the preferred route or its construction would potentially sever rights of way, such as footpaths, bridleways and cycleways, new crossings or temporary access would be provided where practicable, subject to discussions with the relevant authorities.

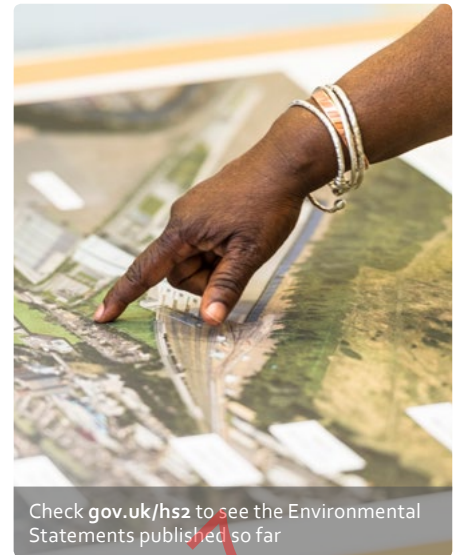
Construction

We are extremely aware of the issues that building a new railway presents to those who live nearby. We take our responsibilities very seriously. We are committed to reducing disruption to communities, business and the environment.

As part of the hybrid Bill process, a number of mechanisms will be introduced to control the environmental impacts of Phase 2b. For example, on Phase One, Environmental Minimum Requirements are a key element of the Government's overall strategy for ensuring that impacts which have been assessed in the Phase One Environmental Statement are not exceeded unless under certain circumstances.

Information papers on construction for Phase One can be found at the following link:

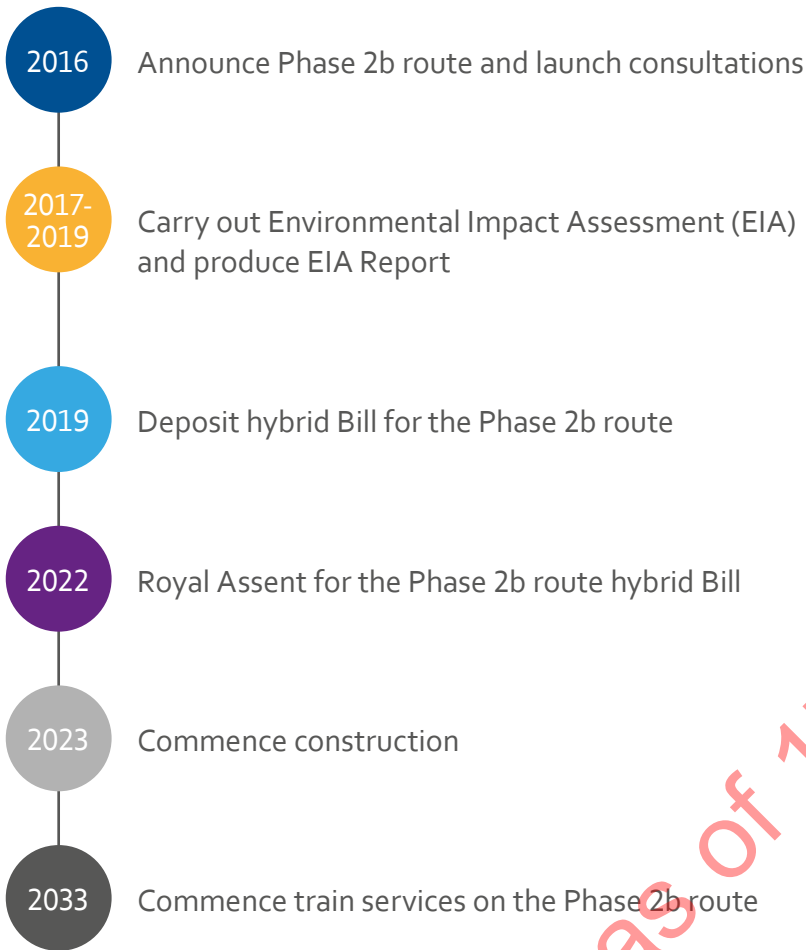
www.gov.uk/government/publications/hs2-information-papers-construction



¹Noise is conventionally measured using the equivalent continuous sound level (LAeq) indicator. This level is defined as the constant level of sound that, over a period of time, has the same total sound energy as the actual varying sound over the same period.

Next steps

This graphic shows what would happen between now and when trains start running on Phase Two.



Presenting a hybrid Bill to Parliament is how the Government gets permission to build the railway, and provides the opportunity for everyone's comments to be heard. Construction can only begin with Parliament's approval.

We will also carry out an Environmental Impact Assessment (EIA) to understand how the project would affect the environment and local communities, and what we can do about it. Further work will be done to mitigate the impact of the railway as the design develops.

To find out more about the documents mentioned in this factsheet, visit www.gov.uk/hs2

Keeping you informed

We are committed to keeping you informed via various channels



Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route. You can read it by visiting:

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review. The first of the Residents' Commissioner's reports is published at:

www.gov.uk/government/publications/hs2-residents-commissioner-report-1-may-2015

You can contact the Commissioner at:

residentscommissioner@hs2.org.uk

Project updates

For more information about Phase Two, visit

www.gov.uk/government/collections/hs2-phase-two-from-the-west-midlands-to-leeds-and-manchester

And for details of events in your area, visit

www.gov.uk/government/collections/hs2-events

Contact us

HS2 Helpdesk

Tel: 020 7944 4908

Email: hs2enquiries@hs2.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

www.gov.uk/government/collections/hs2-property

You can also find out if you're eligible for compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Jobs and skills

To see what jobs are available on HS2 at the moment, check our careers page:

<http://careers.hs2.org.uk>

If you're a student wondering what careers in STEM subjects are like, check out articles and have a look around our Plotr World:

www.plotr.co.uk/careers/worlds/hs2

And if you're a business wondering how to get involved with HS2, have a look at our guides and updates on:

www.gov.uk/hs2 – search for *HS2 business*

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