

PHASE 2B SUMMARY OF ROUTE REFINEMENTS

– Executive Summary

What is HS2?

HS2 is a new railway that will link the cities of the north with the Midlands and London.

- Phase One of the network will run between London and the West Midlands, with a connection to the West Coast Main Line near Lichfield.
- Phase Two will extend HS2 north, with trains running to Manchester by way of Crewe, and to Leeds via the East Midlands and South Yorkshire.
 - In autumn 2015, the Government announced that the West Midlands to Crewe part of Phase Two (Phase 2a) would be built earlier than the rest, to bring more of the benefits of HS2 to the north sooner. Updates on that part of Phase Two are not included here.

Connections to the East Coast and West Coast Main Lines will enable HS2 services to travel onwards on the existing network.

What is HS2 Phase 2b?

Phase 2b is the HS2 route that will run from Crewe to Manchester in the west, and from the West Midlands to Leeds in the east.

Why should I read the Summary report about Phase 2b?

The Summary report explains how we're proposing to change parts of the HS2 Phase 2b route, and why.

- People and communities along the route have given us feedback about how to improve the railway.
- We've learned lessons from Phase One and Phase 2a, and updated our design.
- We've reflected changes in the strategic picture, like Transport for the North (TfN) being established.

You can read the full Summary report [here](#).

Where are the HS2 stations on the Phase 2b route?

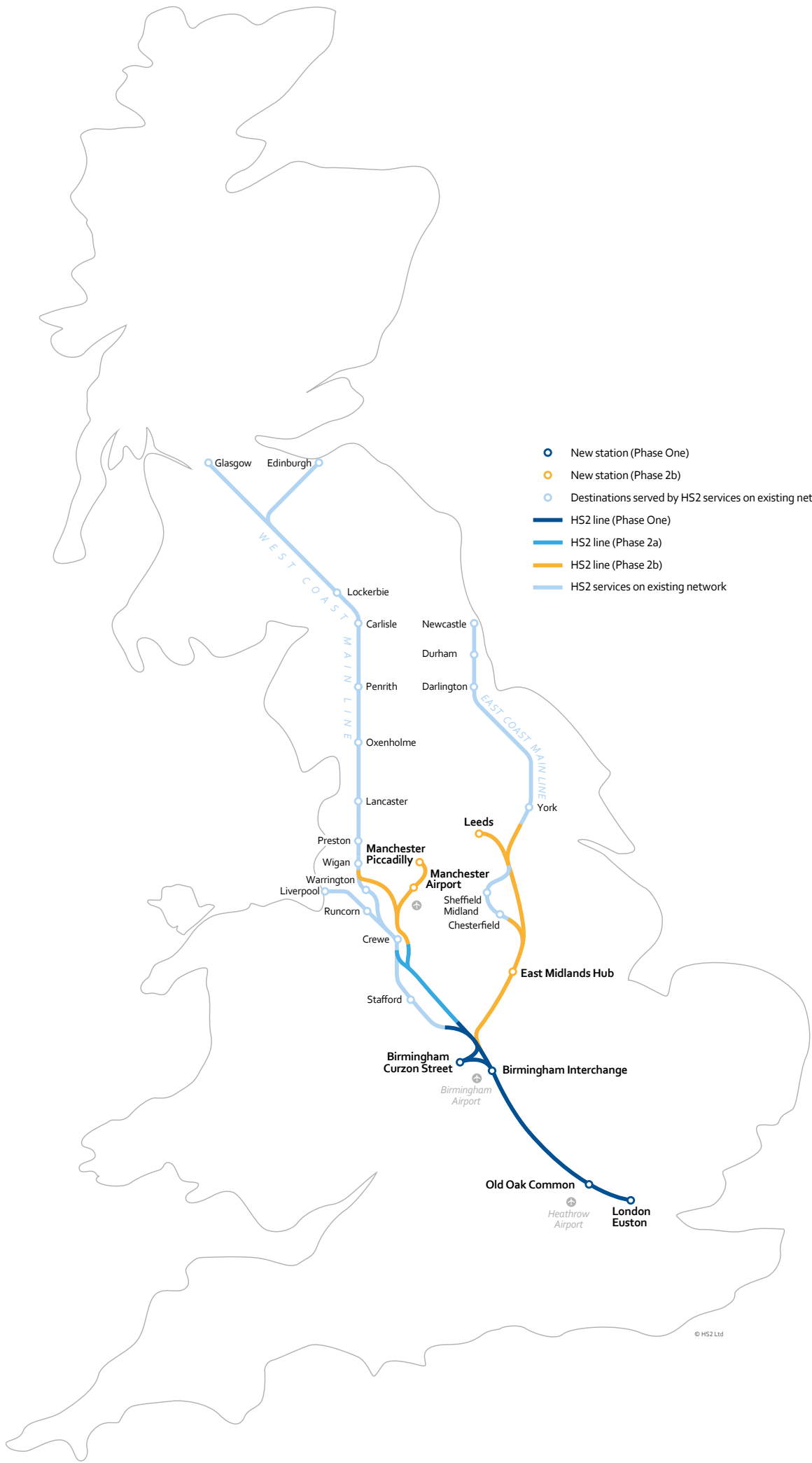
East Midlands Hub Station – still the same general location.

Leeds Station – changed location following local engagement. See *Rebalancing Britain* and *The Yorkshire Hub* report [here](#).

Manchester Airport Station – adjusted design, same general location.

Manchester Piccadilly Station – still the same general location.

As we set out in the summer, we now propose to serve South Yorkshire with a new connection to the existing network, enabling HS2 to serve Sheffield Midland station.



- New station (Phase One)
- New station (Phase 2b)
- Destinations served by HS2 services on existing network
- HS2 line (Phase One)
- HS2 line (Phase 2a)
- HS2 line (Phase 2b)
- HS2 services on existing network

So what's this consultation about?

We've made some changes to the route design, which we set out in the full Summary.

The Government would like to hear your views on seven of these proposed changes:

Western leg of the route – what are your views on...

1. moving the rolling stock depot from Golborne to a site north of Crewe between the West Coast Main Line near Wimboldsley and the proposed HS2 route?
2. changing the route in the Middlewich-Northwich area to address concerns over ground condition?
3. changing the approach to Manchester Piccadilly to make the station operate more efficiently and reduce flood risk?

Eastern leg of the route – what are your views on:

4. moving the route to the east of Measham to avoid some of the significant impacts on the town, its businesses and a major development site?
5. avoiding the need to tunnel under East Midlands Airport by instead passing to the east along the A42 corridor?
6. amending the route through Long Eaton to address local concerns over creating a physical barrier through the town and impacting on the road network, and to reduce flood risk? The Secretary of State is considering two options in this area.
7. moving the route alignment over 70km from Derbyshire to West Yorkshire to serve Sheffield in a new way? No longer travelling along the Rother Valley to a station at Meadowhall, the new proposed route would follow the M1 and then the M18, pass between Conisbrough and Mexborough, and cross more open country – passing Thurnscoe, South Kirkby, Hemsworth and Crofton.

A spur off the HS2 line, between Huthwaite and South Normanton, would allow high speed services to run to Chesterfield and Sheffield Midland stations. Changing the way Sheffield is served also opens up the potential for a northern connection back onto the HS2 line, which would enable services to run directly between Sheffield Midland Station and the proposed HS2 station in Leeds, and would help to meet TfN's plans for fast, frequent journeys between these city centres.

You can read more about all the changes proposed along the HS2 Phase 2b route [here](#).

So you've changed the design to reflect what people said in the last consultation?

Yes. Plus learning from Phase One and 2a, and including new travel strategies like TfN.

(Background: We set out our work on finding the best route for HS2 in *Options for Phase Two of the High Speed Network*. Then the Government held a consultation on these plans from July 2013 to January 2014. We've also met a wide range of people from the communities along the route, local authorities and MPs, businesses and action groups, and now understand their hopes and concerns better.)

You can read an independent report on the consultation process here:

www.gov.uk/government/consultations/hs2-phase-two-proposed-line-of-route-from-west-midlands-to-manchester-and-leeds

And now you're checking to see what we think?

That's right.

We'd like to hear your views on the seven substantial changes we're proposing to the route.

So ... what happens next?

Please look at the consultation questions [here](#) and read all about the proposed changes. Then follow the instructions [here](#) to let us know what you think.

The consultation is open until 9 March 2017.

All the responses will be analysed and made into a report to help the Government decide on the final HS2 Phase 2b route.

Your responses also help us to keep your priorities in mind as we develop the hybrid Bill, and as we consider the impacts of the route and how to mitigate them.

If you have any questions or you'd like to find out more, please get in touch:

- call our helpline on **020 7944 4908**
- email HS2enquiries@hs2.org.uk

Please contact us if you'd like a copy of this information in large print, braille, audio or Easy Read, or in a different language.