
High Speed Two Phase 2b Crewe to Manchester West Midlands to Leeds

Eastern Leg Rolling Stock Depot

Consultation document

July 2017



Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

High Speed Two (HS2) Limited,
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

Telephone: 08081 434 434

General email enquiries: HS2enquiries@hs2.org.uk

Website: www.gov.uk/hs2

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Foreword

Today marks an important step forward for High Speed Two (HS2). We have awarded the main civil engineering contracts for the route from London to the West Midlands (Phase One), so we can get on with construction. We have deposited the next hybrid Bill in Parliament seeking powers to build the route from the West Midlands to Crewe (Phase 2a). And we have confirmed the remainder of the route, from Crewe to Manchester and from the West Midlands to Leeds (Phase 2b).



Britain pioneered the railway in the 19th century. It is a testament to the vision of the Victorian innovators who went before us that we still use the network they established today. But we cannot rest on their legacy when our railways are ageing and, as passengers will know, face overcrowding and capacity problems.

Poor connectivity between the cities and regions of the Midlands and the North is restraining economic growth. We need high quality transport to allow businesses to grow, work together and access a wide range of customers, suppliers and skilled labour markets.

HS2 will become the new backbone of our national rail network. It will increase capacity on our congested railways and improve connections between our biggest cities and regions. It will support our Industrial Strategy, generating jobs, skills and economic growth to help us build an economy that works for all.

Even if you never travel on HS2, you stand to feel its benefits. By providing new routes for intercity services, HS2 will free up space on our existing railways for new commuter, regional and freight services, taking lorries off our roads. It will provide new options for services to towns which currently do not have a direct connection to London. And it will create thousands of local jobs and apprenticeships. The contracts awarded today are expected to support 16,000 jobs across the country and generate 7,000 contract opportunities in the supply chain, for which two-thirds will go to Small and Medium Enterprises.

I recognise that building major infrastructure will always be disruptive and disturbing for those living nearby and I am very mindful of the concerns of communities. My department and HS2 Ltd will continue to work closely with those affected communities and their local authorities up and down the line of route and I expect people to be treated with fairness, compassion and respect. In addition to the property schemes currently operating for Phases One and 2a, I am pleased to today confirm a range of property schemes for Phase 2b that will go over and above what is required by law and give assistance to those who will be adversely affected by the railway.

This Government is investing in world class infrastructure to ensure that the UK can compete on the global stage. HS2 is an ambitious and exciting project and we are seizing the opportunity it offers to transform our country for generations to come.

A handwritten signature in black ink, appearing to read 'Chris Grayling'.

The Rt Hon Chris Grayling MP
Secretary of State for Transport

17 July 2017

1 Executive Summary

1.1 Background

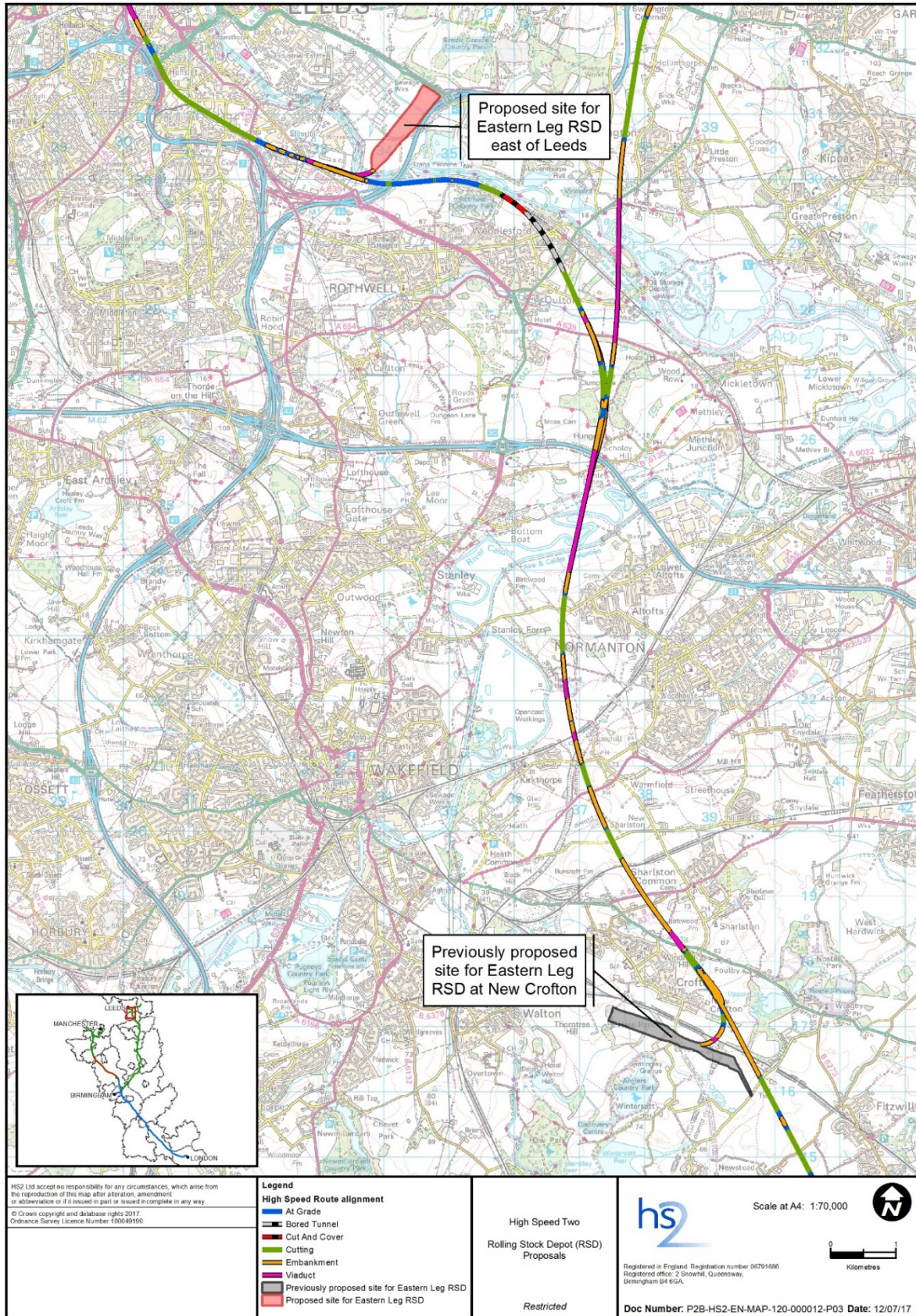
- 1.1.1 High Speed Two (HS2) is a new high speed railway proposed by the Government to connect major cities in Britain. It will be built in phases. Phase One of the HS2 network will run from London to the West Midlands, with a connection to the West Coast Main Line (WCML) near Lichfield, and will become operational in 2026. Phase Two will extend HS2 to the north of England with trains running to Manchester via Crewe, and to Leeds via the East Midlands and South Yorkshire. Connections to the East Coast and West Coast Main Lines will enable HS2 services to travel onwards on the existing rail network. A connection to the Midland Mainline near Clay Cross will also provide HS2 services to Sheffield city centre.
- 1.1.2 In 2013 the Government put forward its proposed route for Phase Two. More information is set out in the January 2013 Command Paper *High Speed Rail: Investing in Britain's Future – Phase Two: The route to Leeds, Manchester and beyond*.
- 1.1.3 The 2013 route proposed a Rolling Stock Depot (RSD) on the Eastern Leg of Phase Two at New Crofton, as this site was a good fit with the engineering design requirements.
- 1.1.4 In November 2015 the Government outlined plans to bring forward the delivery of part of the Phase Two route from the West Midlands to Crewe, and set out the preferred line of route for that part, known as Phase 2a. The rest of the Phase Two route, from Crewe to Manchester and the West Midlands to Leeds, is known as Phase 2b.
- 1.1.5 In November 2016 the Government confirmed the majority of the Phase 2b route and launched a consultation on seven substantial changes to the Phase 2b route. One of these proposed changes (the M18/Eastern route refinement) involved a realignment of the route from Derbyshire to West Yorkshire to reflect a change in the proposals for serving the region. This proposed route change meant that the main high speed line would pass to the east of the New Crofton depot site, rather than the west, as had been proposed in 2013. This change altered the access to the RSD and, as a result, appeared likely to have a greater impact on the local community.
- 1.1.6 As a result, in November 2016 the Secretary of State requested a study to consider alternative sites for an RSD on the eastern leg of the Phase 2b route.

1.2 What we are consulting on

- 1.2.1 We have completed the study requested by the Secretary of State and have proposed an alternative site for the Eastern Leg RSD, east of Leeds in the Aire Valley adjacent to the M1 (Figure 1).
- 1.2.2 The Government is minded to accept this advice, but is consulting on the relocation before making a decision.
- 1.2.3 This document provides details on the reasons for the proposed change and our assessment of the suitability of the site to the east of Leeds.
- 1.2.4 **We are therefore inviting comments on the proposal to move the Eastern Leg RSD to a site east of Leeds in the Aire Valley adjacent to the M1.**

Eastern Leg Rolling Stock Depot Consultation

Figure 1: Proposed site for the Eastern Leg RSD east of Leeds, and the previously proposed (2013/2016) site at New Crofton



2 Proposed relocation of the Eastern Leg Rolling Stock Depot

Proposed change

The Secretary of State is minded to relocate the proposed Eastern Leg RSD from New Crofton to a site east of Leeds in the Aire Valley adjacent to the M1.

2.1 Summary of the previous proposals

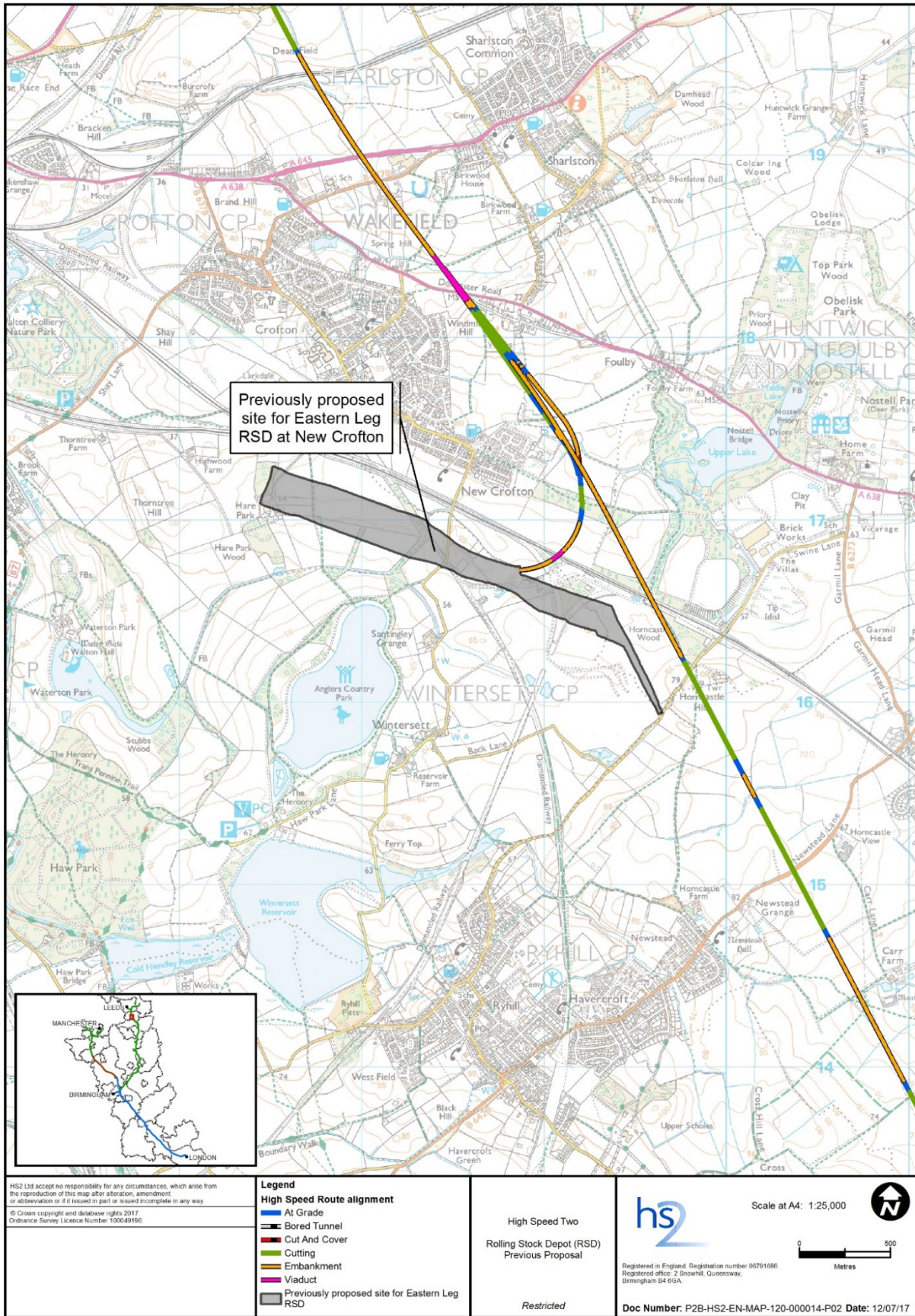
- 2.1.1 The Phase 2b proposals consulted on in 2013 and 2016 both included an RSD located at New Crofton. The RSD is designed for overnight stabling, maintenance and cleaning of trains.
- 2.1.2 The New Crofton site was initially identified as it was a good fit with the engineering and design requirements of an RSD and is technically brownfield land.
- 2.1.3 In the 2013 proposal, the main high speed line ran to the west of New Crofton, meaning the RSD would be accessed from the west.
- 2.1.4 The 2016 proposal included a substantial change in the alignment of the main high speed line between Derbyshire and West Yorkshire, passing to the east of New Crofton. While it was proposed that the RSD was located on broadly the same site, the proposed access would be from the east (Figure 2).

2.2 Issues identified with the 2016 proposal

- 2.2.1 The change to the access to the New Crofton RSD made the site less efficient from an operational perspective and was likely to result in greater impact on the local community.
- 2.2.2 During ongoing engagement with local stakeholders and the local community, and in response to the formal consultation on the 2016 route refinements, the suitability of the proposed RSD at New Crofton was questioned for reasons including:
 - the site has been rehabilitated following former industrial use and is now rural in appearance;
 - impact on the local community caused by the reconfiguration of the depot and change in access required by the proposed realignment of the main high speed line; and
 - the perception that the depot will cause a barrier between Crofton and villages to the south and west, and the likely impact on access into and out of the village.

Eastern Leg Rolling Stock Depot Consultation

Figure 2: Location of previously proposed (2013/2016) Eastern Leg RSD at New Crofton



2.3 Review of potential locations

2.3.1 As a result of the operational issues and feedback from the local community, a review of potential locations for the RSD was undertaken. For a site to be potentially suitable, it needed to meet the following requirements:

- a large, flat site;
- as close as feasible to Leeds, to minimise empty train movements;
- preferably brownfield rather than greenfield site;
- suitable for 24-hour working; and
- accessible to workforce and local transport network.

2.3.2 Several locations at the northern end of the eastern section of the route were identified as potentially suitable locations for an RSD.

2.3.3 Following an initial assessment, a number of these locations were discounted as less suitable for a variety of reasons.

2.3.4 Three sites were shortlisted for more detailed assessment alongside the initially proposed site at New Crofton.

2.3.5 In assessing these locations, we considered the balance between a range of factors including operational suitability, impact on the environment and local community, engineering complexity and cost.

2.3.6 A site east of Leeds in the Aire Valley adjacent to the M1 was identified as the most suitable option, taking into account the concerns raised regarding the originally proposed site at New Crofton.

2.4 Proposed relocation and why the Secretary of State is minded to make this change

2.4.1 The Secretary of State is minded to relocate the Eastern Leg RSD to a site east of Leeds in the Aire Valley, adjacent to the M1 and the A63 corridor (Figure 3).

2.4.2 The site is brownfield land, previously used for industrial purposes. There are good connections to the local highway network, and the site has planning consent for a large area of commercial development.

2.4.3 This site provides operational benefits when compared to the previously proposed site at New Crofton, and there is potential to further improve the site's operational suitability without increasing costs or impacts. The site also has the potential to provide an operational cost saving due to its proximity to Leeds as this will reduce the distance empty trains need to run from the station to the depot.

2.4.4 The site would be connected to the Leeds spur corridor using a flat junction and two approach tracks.

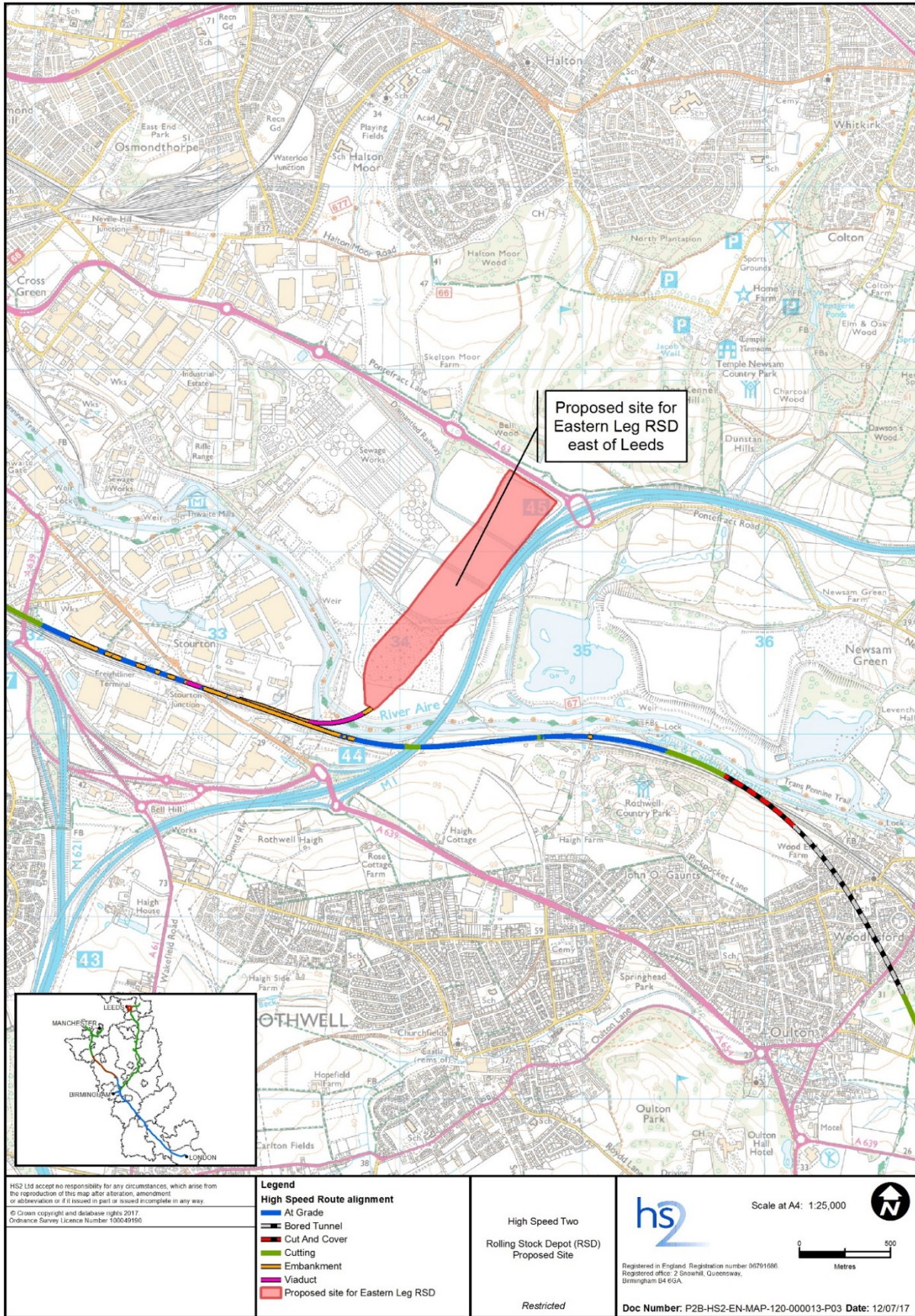
2.4.5 It is possible additional maintenance sidings will be needed and work continues to assess this.

Question:

2.4.6 **Do you support the proposal to locate the Eastern Leg Rolling Stock Depot on a site east of Leeds in the Aire Valley adjacent to the M1? Please indicate whether or not you support the proposal, together with your reasons.**

Eastern Leg Rolling Stock Depot Consultation

Figure 3: Proposed location of the Eastern Leg RSD east of Leeds in the Aire Valley adjacent to the M1.



3 How to respond to the consultation and next steps

3.1 Closing date

3.1.1 The consultation closes at 23:45 on **Thursday 12 October 2017**. Please ensure that you send your response before that date so it can be included in our analysis and consideration.

3.2 Who can respond to this consultation

3.2.1 As with all HS2 consultations, this is a national consultation so we welcome comments from all interested individuals or organisations.

3.3 How to respond

3.3.1 You can respond to this consultation in the following ways:

- online: you can provide your response online via the HS2 consultation website at <https://ipsos.uk/HS2Phase2bRSD>
- email: you can email your completed response form to HS2Phase2bRSD@ipsos.com
- post: you can post your completed response form to the following FREEPOST address: FREEPOST HS2 PHASE 2B RSD

3.3.2 You can download this consultation document and the consultation response form at www.gov.uk/hs2, or order a hard copy by calling 08081 434 434. Please also use this number if you would like alternative formats (Braille, audio CD, etc.).

3.3.3 If you use the FREEPOST address, you do not need to include any other address information and you do not need a stamp.

3.3.4 Responses sent to addresses other than those described above may not be included in the consultation process, and HS2 Ltd and the Department for Transport cannot take responsibility for them.

3.3.5 When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

3.3.6 If you have any queries, you can reach the Helpdesk by email at HS2Enquiries@hs2.org.uk, or by telephone on 08081 434 434.

3.4 Information events

- 3.4.1 We will be running a series of information events in September to provide an update on our plans for the Phase 2b route. These events will include information on this consultation and provide members of the public and other interested parties with the opportunity to talk in person to members of the HS2 and DfT project teams. Events will be supported by a specialist team of engineering and environmental professionals, who can help the public understand the proposals and answer specific queries. Details of these events will be publicised on the www.gov.uk/hs2 website and in the local media in the coming weeks.
- 3.4.2 Further information is available on the HS2 consultation website at www.gov.uk/hs2 or by contacting 08081 434 434.

3.5 Confidentiality and data protection

- 3.5.1 If you do not want any of your response to be published, you should clearly mark it as 'Confidential'. However, information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are, primarily, the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 and the Environmental Information Regulations 2004.

3.6 What happens next?

- 3.6.1 The consultation closes on Thursday 12 October 2017. We will then review and take into consideration all responses before making a recommendation to the Secretary of State, who will make a final decision on the location of the Eastern Leg RSD in due course.

3.7 Freedom of Information

- 3.7.1 Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.
- 3.7.2 If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice which guides public authorities and which deals amongst other things, with obligations of confidence.
- 3.7.3 In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the DfT and HS2 Ltd.

The DfT and HS2 Ltd will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

High Speed Two (HS2) Limited
Two Snowhill
Snow Hill Queensway
Birmingham B4 6GA

www.gov.uk/hs2