

HSUK EAST MIDLANDS RAIL STRATEGY

The East Midlands conurbation is an urban agglomeration centred upon Leicester, Nottingham and Derby. Although its total population is somewhat less than the 2,500,000 of the West Midlands, it is a similar distance from London, and it would seem logical to have developed HS2 in a manner similar to the M1, choosing an alignment that enabled both West and East Midlands to be served upon completion of the first phase of the project. Yet Phase 1 of HS2 was exclusively focussed upon the West Midlands, and high speed rail will only extend to the East Midlands in the second phase of the project. The proposed HS2 route will completely bypass Leicester, and an 'East Midlands Interchange' will be located on the Erewash Valley route at Toton, equally remote from both Derby and Nottingham. Unsurprisingly, there is much concern as to whether the proposed 'East Midlands Interchange', located remote from all 3 primary urban centres, will adequately serve the East Midlands, providing connectivity enhancements commensurate with the proposed multi-billion pound investment. The following diagrams define existing East Midlands rail connectivity, and assess the capability of both HS2 and the alternative High Speed UK proposals to effect the necessary connectivity improvements.

For precise details of the core High Speed UK proposals (as included in the cost estimates), see the HSUK Regional Maps on www.highspeeduk.co.uk.

EMN1 : EAST MIDLANDS REGIONAL NETWORK - PRE-1923 GROUPING

The East Midlands' primary intercity rail network was developed from 1840 onwards by a variety of companies that rapidly agglomerated into the Midland Railway. The system was focussed upon Derby, with routes extending northwards to Sheffield and Leeds, southwards to Leicester and (ultimately) London, and south-westwards to Birmingham and Bristol. Nottingham's location was relatively peripheral until a secondary route to London via Corby and Melton Mowbray was completed in 1878. The Midland's monopoly remained largely intact until 1899, when the Great Central Railway from Sheffield to London via Nottingham and Leicester was completed.

EMN2 : EAST MIDLANDS REGIONAL NETWORK - CONTEMPORARY

In the modern era, the Midland and CrossCountry Main Lines have developed from the original Midland Railway routes, offering a high quality of service to Derby; but with closure of the Great Central, and of the through route to Nottingham via Melton Mowbray, both Leicester and Nottingham have been left relatively isolated from the wider national intercity network. It is significant to note that despite the incursion of the Great Central, Great Northern and London North-Western into the territory first occupied by the Midland, the newer lines have generally not survived and the network has largely regressed to the original Midland Railway.

EMN3 : CONNECTIVITY OF LOCAL & INTERCITY RAIL NETWORK TO HS2

Under current HS2 proposals, the East Midlands will be served by a single 'East Midlands Interchange' located at Toton Yard on the Erewash Valley line. This is remote from the centres of all 3 city centres (of Leicester, Nottingham and Derby) and no local passenger services currently operate through Toton. No credible proposals have yet emerged, to demonstrate how Toton will be effectively integrated with the East Midlands railway network. To provide any local rail connections, it will be necessary to divert existing services, considerably lengthening journey times; additionally, intercity services to the existing city centre stations are projected to be reduced. It is difficult to see how HS2 will bring any tangible benefit to the East Midlands.

EMN4 : HIGH SPEED UK AND OTHER DEVELOPMENTS TO LOCAL RAIL SYSTEM

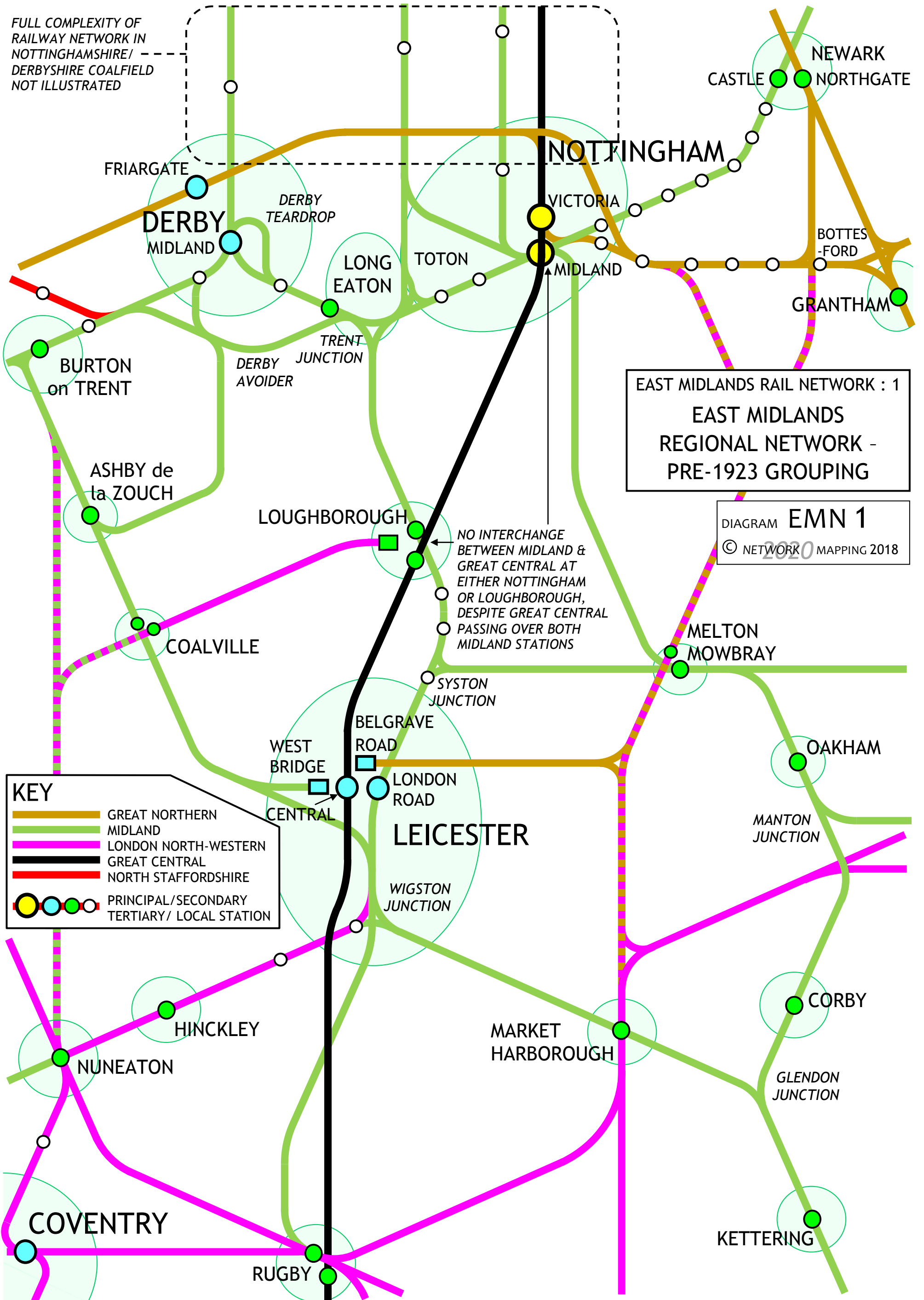
EMN5 : CONNECTIVITY OF LOCAL & INTERCITY RAIL NETWORK TO HSUK

Far greater connectivity can be achieved with the High Speed UK proposals. The M1-oriented spinal route will pass through Leicester's existing London Road Station, establishing that station as the primary hub for the entire South-East Midlands. HSUK will continue up the Soar Valley via Loughborough. Its route via Toton Yard will be similar to that of HS2, but rather than build a parkway station there, high speed services will branch off onto the existing network to access the existing hubs at Derby and Nottingham. Northward connectivity for Derby will be achieved by restoration of the former Great Northern route to access HSUK in the Erewash Valley near Eastwood; and the 'Derby Teardrop' (ie the original Midlands Counties route running north of Pride Park) will be restored to permit Nottingham-Birmingham services to pass through Derby without the need to reverse. Nottingham's relative isolation will be remedied by upgrading the Grantham line to intercity standard, and by restoration of the former Great Northern route from Bottesford to Newark Northgate. This will connect Nottingham to the East Coast Main Line in both northward and southward directions.

EMN6 : FREIGHT NETWORK RECONFIGURATION AROUND LEICESTER

HSUK's routing through Leicester, and northwards along the Midland Main Line as far as Syston Junction, will effectively preclude freight operation along this section of route. This will affect both north-south Midland Main Line flows, and east-west Felixstowe-Nuneaton container flows. Fortunately, it is possible to divert both flows via Corby, requiring only the construction of new chords at Manton and Glendon Junctions. The diagram also identifies a potential north-south Continental Gauge freight route, to be linked to the Channel Tunnel and (locally) following Midland Main Line to Leicester, 'Ivanhoe' Line from Leicester to Burton and northwards via the Derby Avoider and the Erewash Valley Line. This meets the essential criteria of a) no critical usage (permitting blockades for construction works) and b) no major stations or tunnels.

FULL COMPLEXITY OF RAILWAY NETWORK IN NOTTINGHAMSHIRE/ DERBYSHIRE COALFIELD NOT ILLUSTRATED



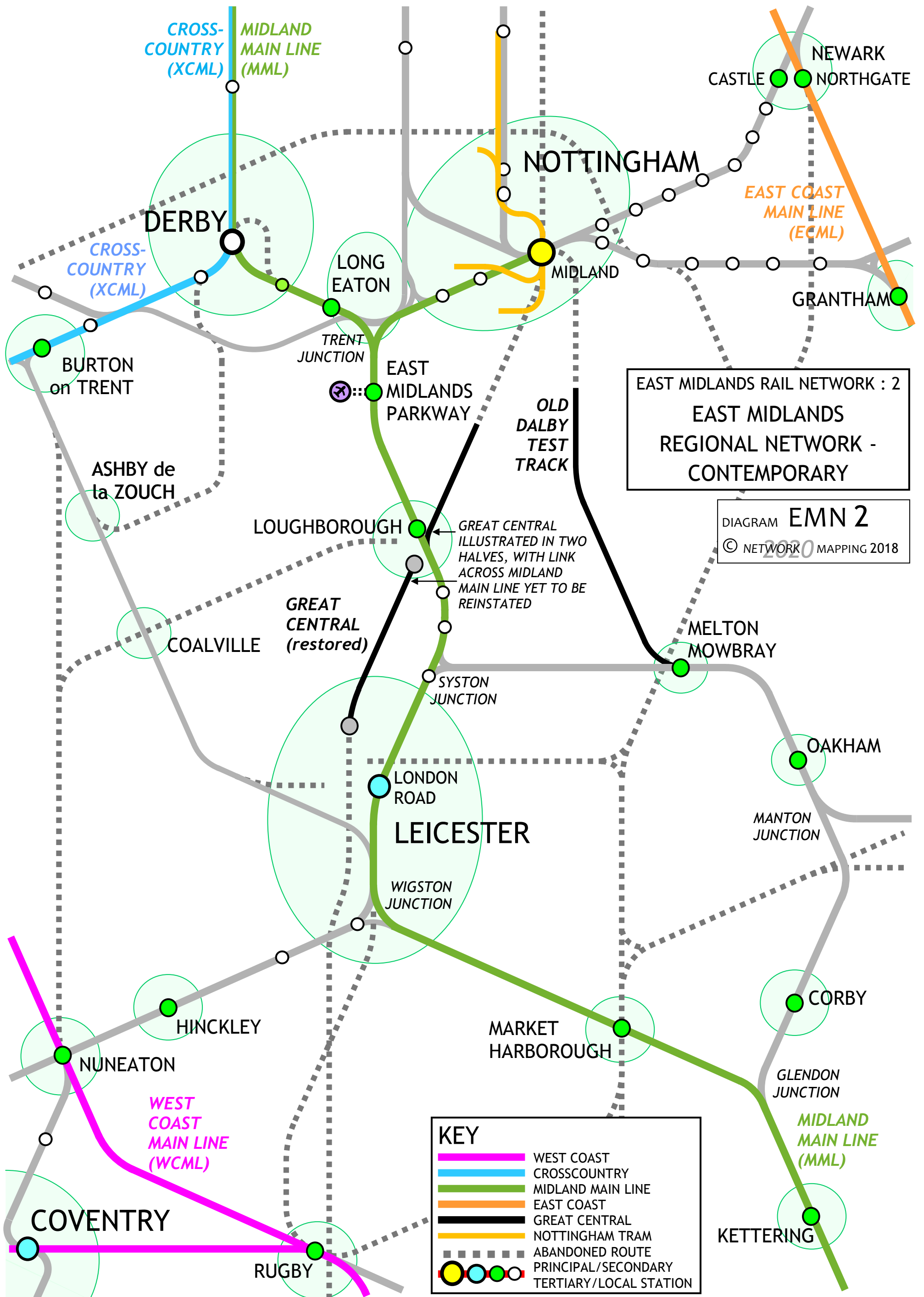
EAST MIDLANDS RAIL NETWORK : 1
EAST MIDLANDS REGIONAL NETWORK - PRE-1923 GROUPING

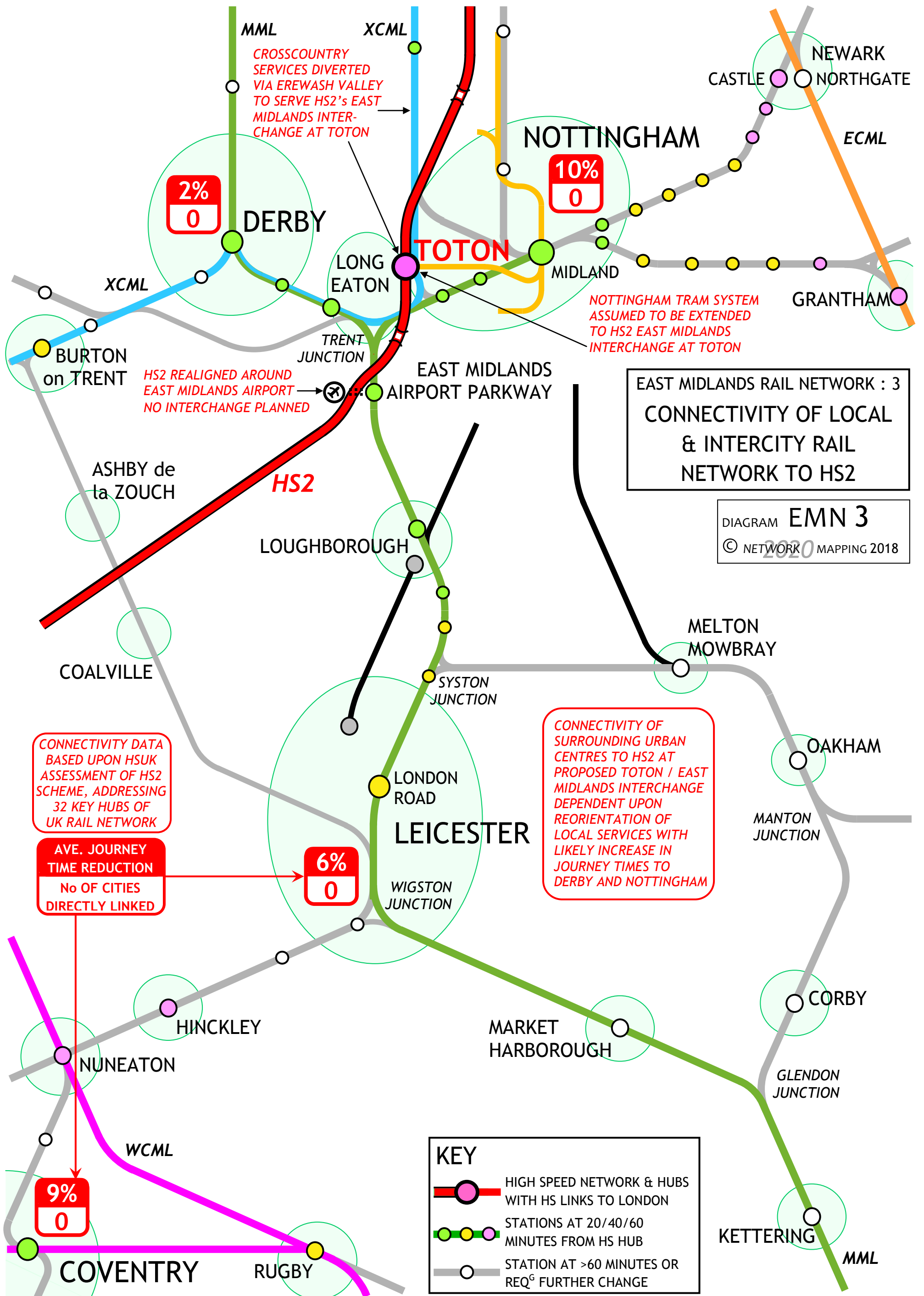
DIAGRAM **EMN 1**
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KEY

- GREAT NORTHERN
- MIDLAND
- LONDON NORTH-WESTERN
- GREAT CENTRAL
- NORTH STAFFORDSHIRE
- ● ● ○ PRINCIPAL/SECONDARY TERTIARY/ LOCAL STATION

NO INTERCHANGE BETWEEN MIDLAND & GREAT CENTRAL AT EITHER NOTTINGHAM OR LOUGHBOROUGH, DESPITE GREAT CENTRAL PASSING OVER BOTH MIDLAND STATIONS





2%
0

10%
0

6%
0

9%
0

EAST MIDLANDS RAIL NETWORK : 3
CONNECTIVITY OF LOCAL
& INTERCITY RAIL
NETWORK TO HS2

DIAGRAM EMN 3
© NETWORK 2020 MAPPING 2018

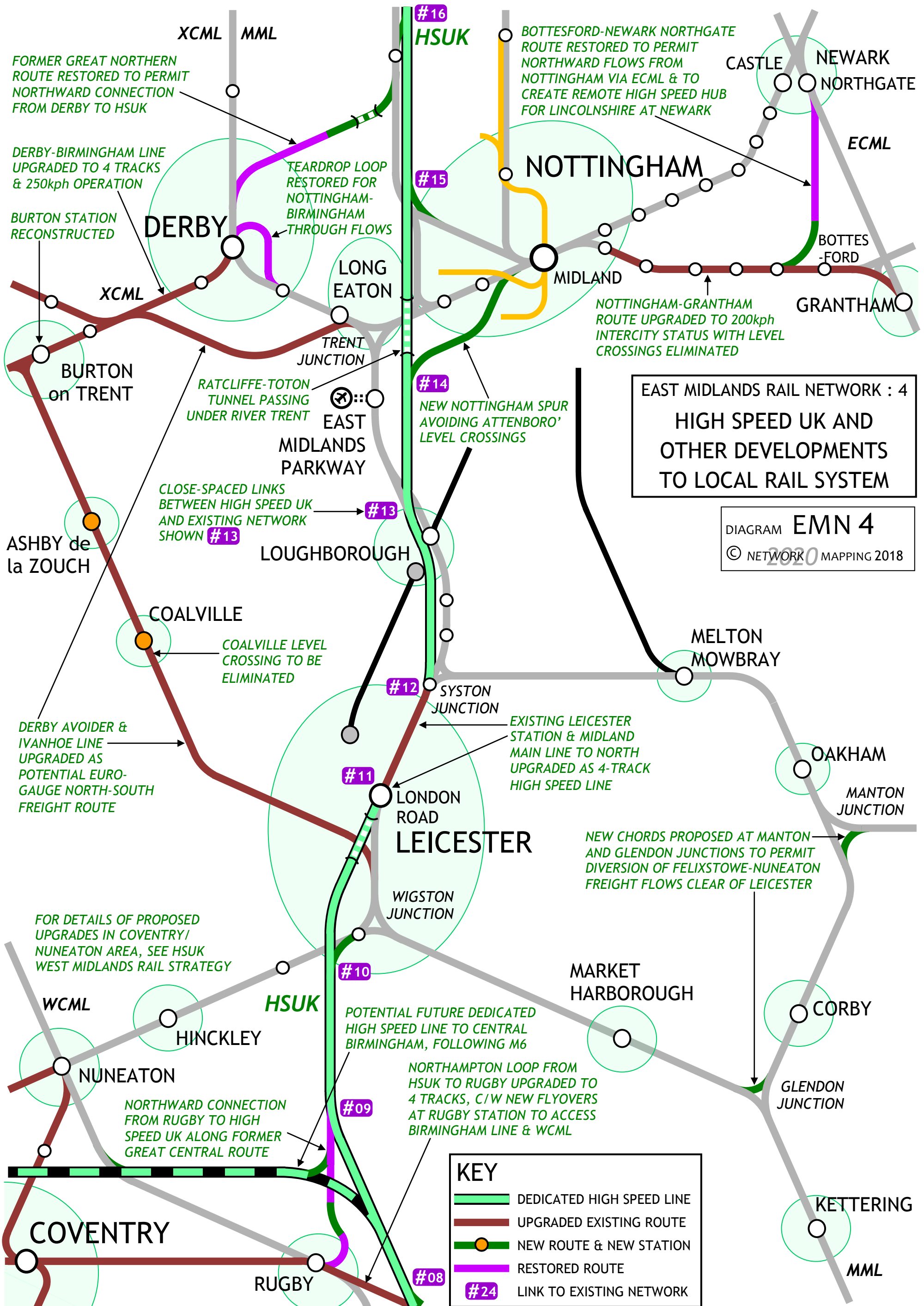
CONNECTIVITY DATA
BASED UPON HSUK
ASSESSMENT OF HS2
SCHEME, ADDRESSING
32 KEY HUBS OF
UK RAIL NETWORK

AVE. JOURNEY
TIME REDUCTION
No OF CITIES
DIRECTLY LINKED

CONNECTIONS OF
SURROUNDING URBAN
CENTRES TO HS2 AT
PROPOSED TOTON / EAST
MIDLANDS INTERCHANGE
DEPENDENT UPON
REORIENTATION OF
LOCAL SERVICES WITH
LIKELY INCREASE IN
JOURNEY TIMES TO
DERBY AND NOTTINGHAM

KEY

- HIGH SPEED NETWORK & HUBS WITH HS LINKS TO LONDON
- STATIONS AT 20/40/60 MINUTES FROM HS HUB
- STATION AT >60 MINUTES OR REQ^d FURTHER CHANGE



**EAST MIDLANDS RAIL NETWORK : 4
HIGH SPEED UK AND
OTHER DEVELOPMENTS
TO LOCAL RAIL SYSTEM**

DIAGRAM **EMN 4**
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KEY	
	DEDICATED HIGH SPEED LINE
	UPGRADED EXISTING ROUTE
	NEW ROUTE & NEW STATION
	RESTORED ROUTE
	LINK TO EXISTING NETWORK

FORMER GREAT NORTHERN ROUTE RESTORED TO PERMIT NORTHWARD CONNECTION FROM DERBY TO HSUK

DERBY-BIRMINGHAM LINE UPGRADED TO 4 TRACKS & 250kph OPERATION

BURTON STATION RECONSTRUCTED

TEARDROP LOOP RESTORED FOR NOTTINGHAM-BIRMINGHAM THROUGH FLOWS

BOTTESFORD-NEWARK NORTHGATE ROUTE RESTORED TO PERMIT NORTHWARD FLOWS FROM NOTTINGHAM VIA ECML & TO CREATE REMOTE HIGH SPEED HUB FOR LINCOLNSHIRE AT NEWARK

NOTTINGHAM-GRANTHAM ROUTE UPGRADED TO 200kph INTERCITY STATUS WITH LEVEL CROSSINGS ELIMINATED

RATCLIFFE-TOTON TUNNEL PASSING UNDER RIVER TRENT

NEW NOTTINGHAM SPUR AVOIDING ATTENBORO' LEVEL CROSSINGS

CLOSE-SPACED LINKS BETWEEN HIGH SPEED UK AND EXISTING NETWORK SHOWN #13

COALVILLE LEVEL CROSSING TO BE ELIMINATED

DERBY AVOIDER & IVANHOE LINE UPGRADED AS POTENTIAL EURO-GAUGE NORTH-SOUTH FREIGHT ROUTE

EXISTING LEICESTER STATION & MIDLAND MAIN LINE TO NORTH UPGRADED AS 4-TRACK HIGH SPEED LINE

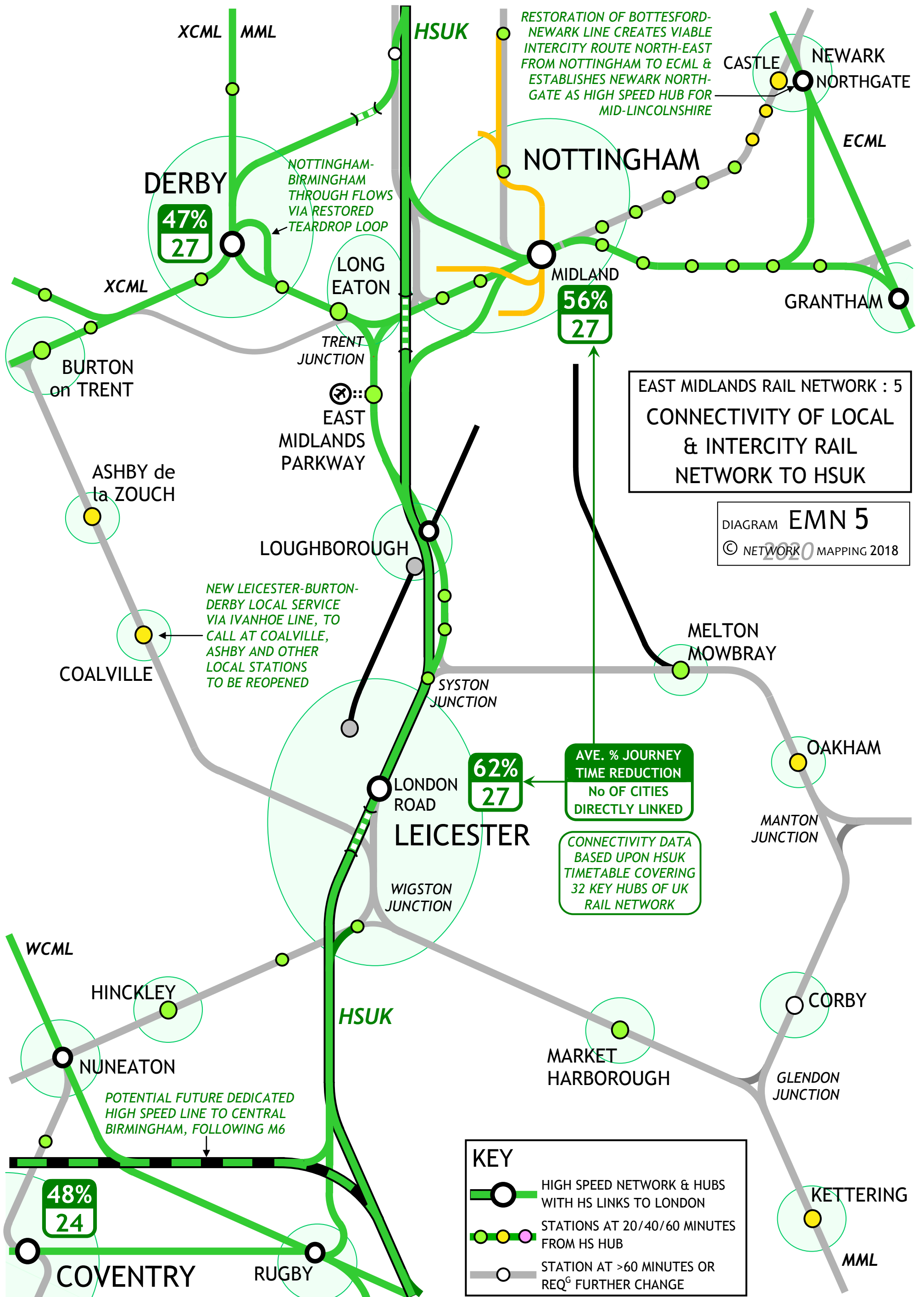
NEW CHORDS PROPOSED AT MANTON AND GLENDON JUNCTIONS TO PERMIT DIVERSION OF FELIXSTOWE-NUNEATON FREIGHT FLOWS CLEAR OF LEICESTER

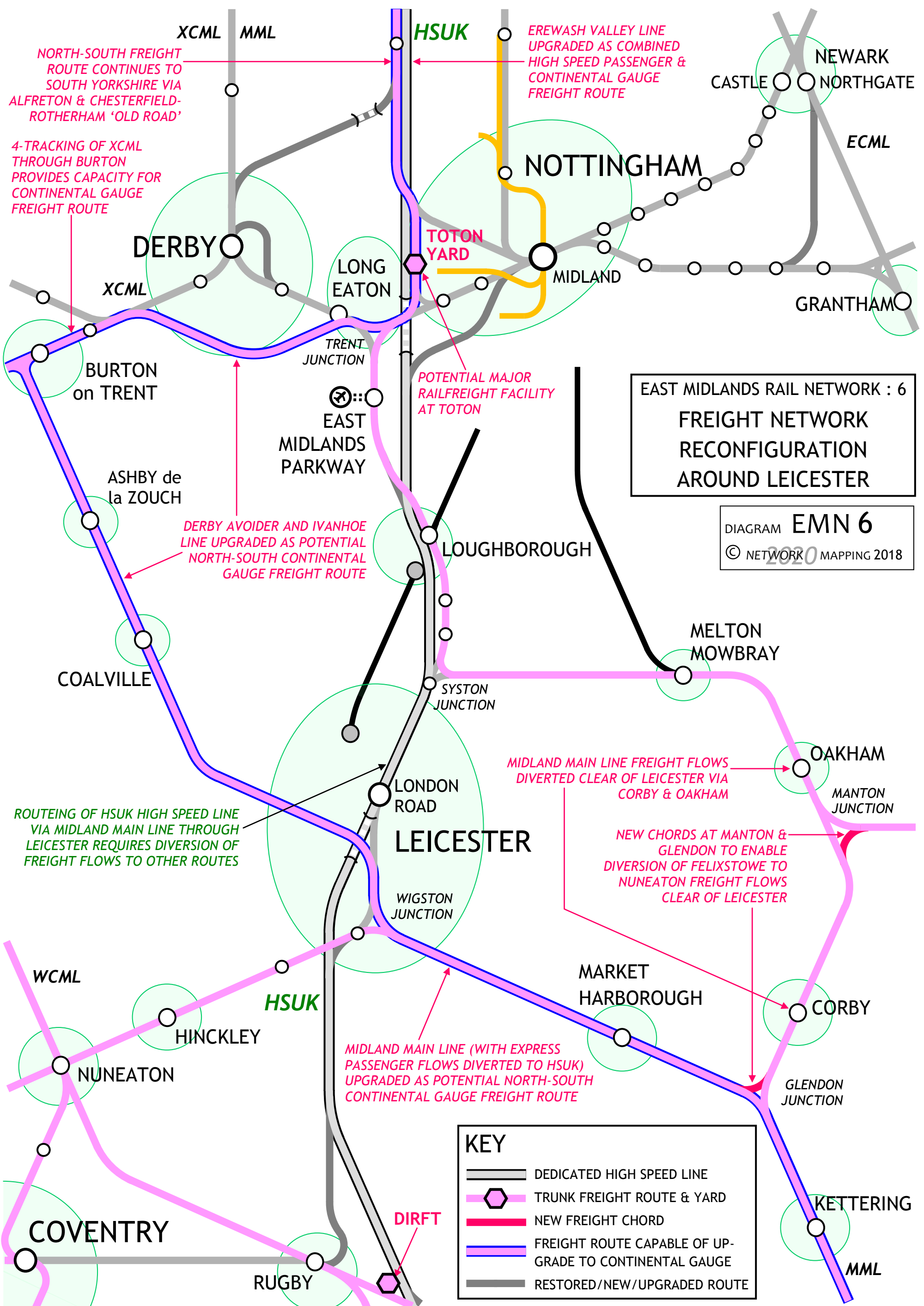
FOR DETAILS OF PROPOSED UPGRADES IN COVENTRY/ NUNEATON AREA, SEE HSUK WEST MIDLANDS RAIL STRATEGY

POTENTIAL FUTURE DEDICATED HIGH SPEED LINE TO CENTRAL BIRMINGHAM, FOLLOWING M6

NORTHAMPTON LOOP FROM HSUK TO RUGBY UPGRADED TO 4 TRACKS, C/W NEW FLYOVERS AT RUGBY STATION TO ACCESS BIRMINGHAM LINE & WCML

NORTHWARD CONNECTION FROM RUGBY TO HIGH SPEED UK ALONG FORMER GREAT CENTRAL ROUTE





NORTH-SOUTH FREIGHT ROUTE CONTINUES TO SOUTH YORKSHIRE VIA ALFRETON & CHESTERFIELD-ROTHERHAM 'OLD ROAD'

4-TRACKING OF XCML THROUGH BURTON PROVIDES CAPACITY FOR CONTINENTAL GAUGE FREIGHT ROUTE

EREWASH VALLEY LINE UPGRADED AS COMBINED HIGH SPEED PASSENGER & CONTINENTAL GAUGE FREIGHT ROUTE

DERBY AVOIDER AND IVANHOE LINE UPGRADED AS POTENTIAL NORTH-SOUTH CONTINENTAL GAUGE FREIGHT ROUTE

EAST MIDLANDS RAIL NETWORK : 6
FREIGHT NETWORK RECONFIGURATION AROUND LEICESTER

DIAGRAM EMN 6
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ROUTEING OF HSUK HIGH SPEED LINE VIA MIDLAND MAIN LINE THROUGH LEICESTER REQUIRES DIVERSION OF FREIGHT FLOWS TO OTHER ROUTES

MIDLAND MAIN LINE FREIGHT FLOWS DIVERTED CLEAR OF LEICESTER VIA CORBY & OAKHAM

NEW CHORDS AT MANTON & GLENDON TO ENABLE DIVERSION OF FELIXSTOWE TO NUNEATON FREIGHT FLOWS CLEAR OF LEICESTER

MIDLAND MAIN LINE (WITH EXPRESS PASSENGER FLOWS DIVERTED TO HSUK) UPGRADED AS POTENTIAL NORTH-SOUTH CONTINENTAL GAUGE FREIGHT ROUTE

KEY	
	DEDICATED HIGH SPEED LINE
	TRUNK FREIGHT ROUTE & YARD
	NEW FREIGHT CHORD
	FREIGHT ROUTE CAPABLE OF UP-GRADE TO CONTINENTAL GAUGE
	RESTORED/NEW/UPGRADED ROUTE

DIRFT

MML