

# 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](http://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 would 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 would be effectively integrated with the East Midlands railway network. To provide any local rail connections, it would 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 would bring any tangible benefit to the East Midlands.

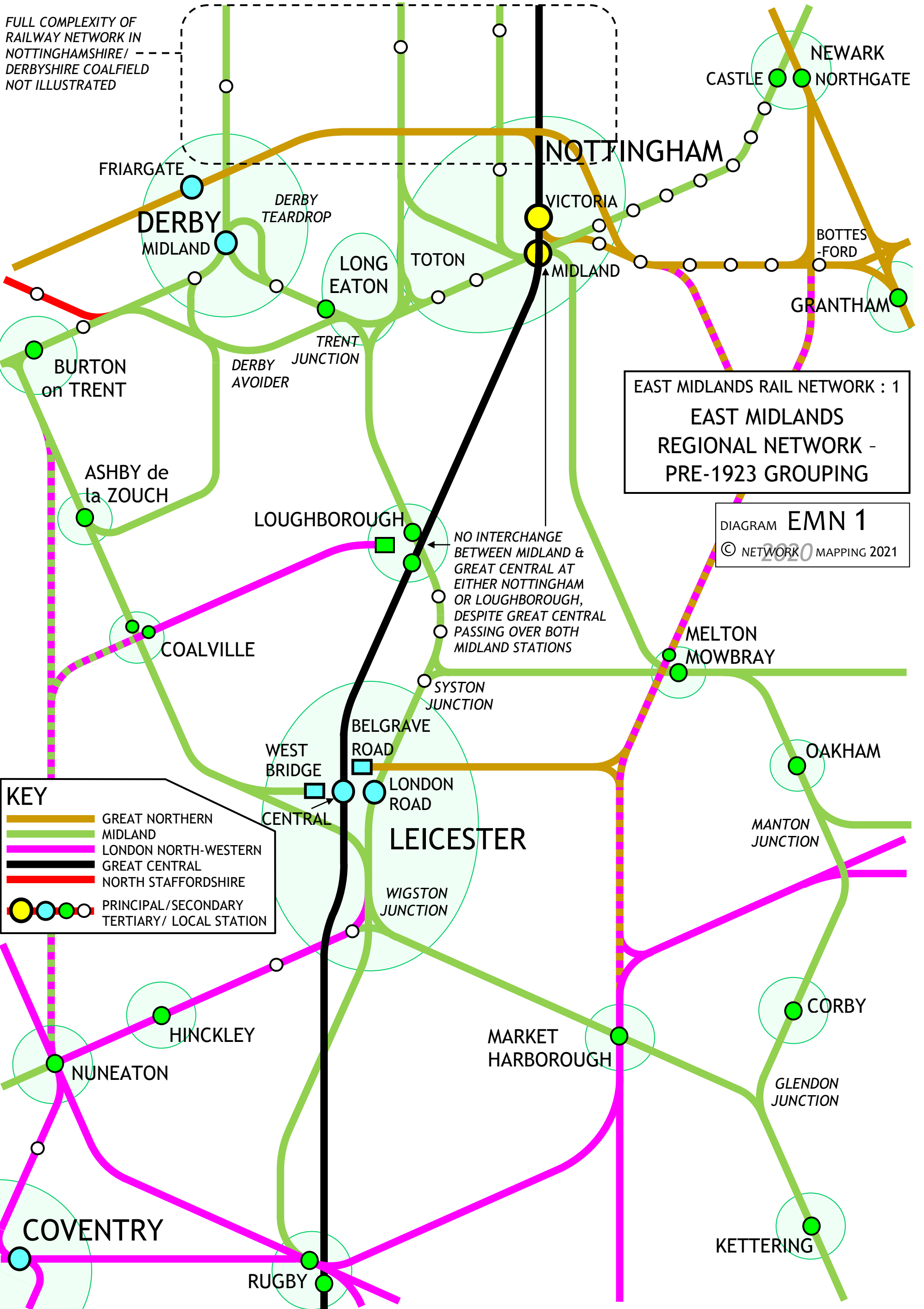
## EMN4 : HIGH SPEED UK AND OTHER DEVELOPMENTS TO LOCAL RAIL SYSTEM

## 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.



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



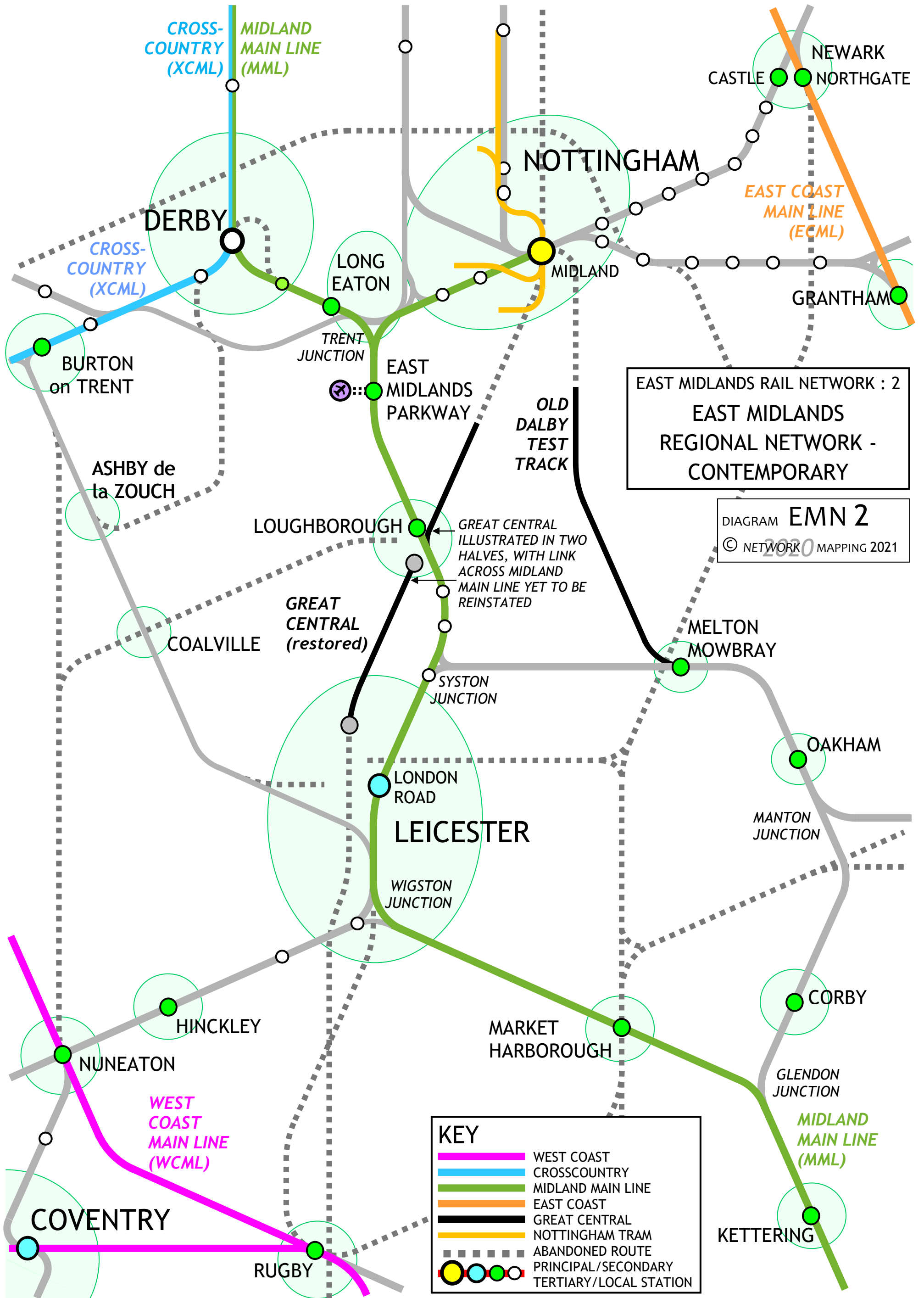
EAST MIDLANDS RAIL NETWORK : 1  
EAST MIDLANDS REGIONAL NETWORK - PRE-1923 GROUPING

DIAGRAM **EMN 1**  
© NETWORK 2020 MAPPING 2021

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

**KEY**

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



EAST MIDLANDS RAIL NETWORK : 2  
 EAST MIDLANDS  
 REGIONAL NETWORK -  
 CONTEMPORARY

DIAGRAM **EMN 2**  
 © NETWORK 2020 MAPPING 2021

**KEY**

- WEST COAST MAIN LINE (WCML)
- CROSSCOUNTRY (XCML)
- MIDLAND MAIN LINE (MML)
- EAST COAST MAIN LINE (ECML)
- GREAT CENTRAL
- NOTTINGHAM TRAM
- ABANDONED ROUTE
- PRINCIPAL/SECONDARY
- TERTIARY/LOCAL STATION

GREAT CENTRAL ILLUSTRATED IN TWO HALVES, WITH LINK ACROSS MIDLAND MAIN LINE YET TO BE REINSTATED

GREAT CENTRAL (restored)

OLD DALBY TEST TRACK

MIDLAND MAIN LINE (MML)

CROSS-COUNTRY (XCML)  
 MIDLAND MAIN LINE (MML)

EAST COAST MAIN LINE (ECML)

CROSS-COUNTRY (XCML)

ASHBY de la ZOUCH

COALVILLE

LONDON ROAD

LEICESTER

WIGSTON JUNCTION

HINCKLEY

NUNEATON

COVENTRY

RUGBY

MARKET HARBOUROUGH

GLENDON JUNCTION

KETTERING

OAKHAM

MANTON JUNCTION

MELTON MOWBRAY

LOUGHBOROUGH

EAST MIDLANDS PARKWAY

TRENT JUNCTION

LONG EATON

NOTTINGHAM

MIDLAND

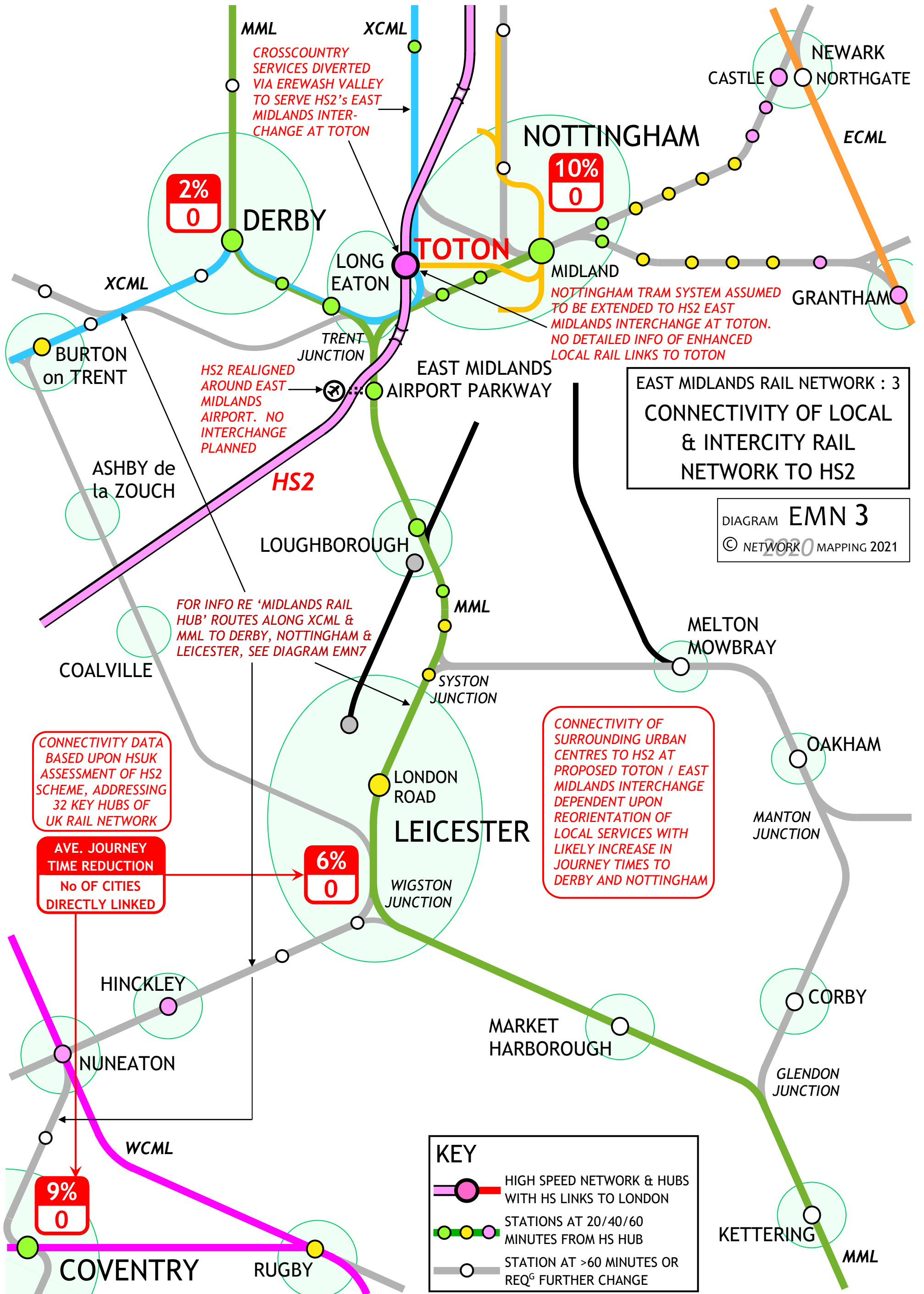
GRANTHAM

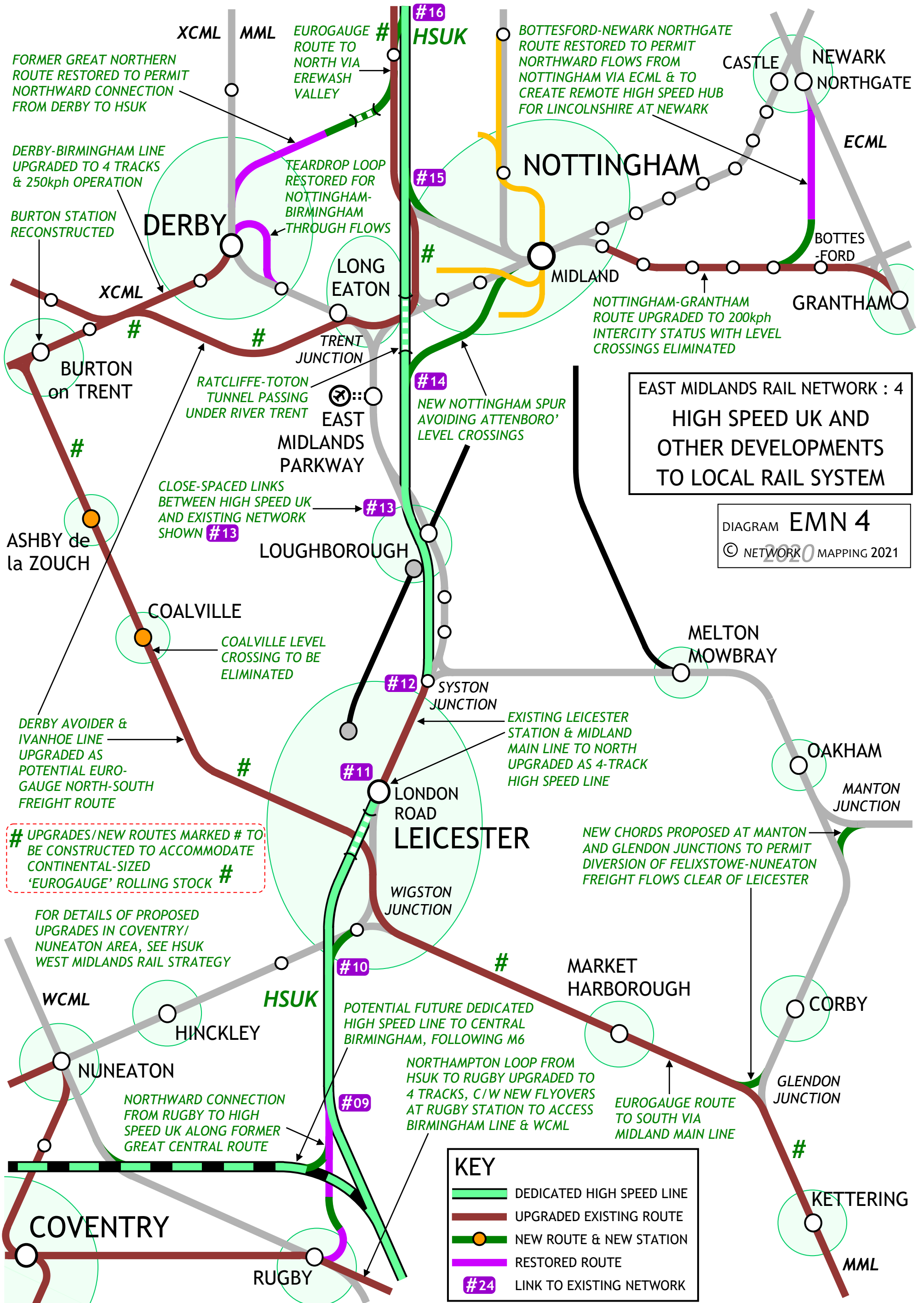
NEWARK NORTHGATE

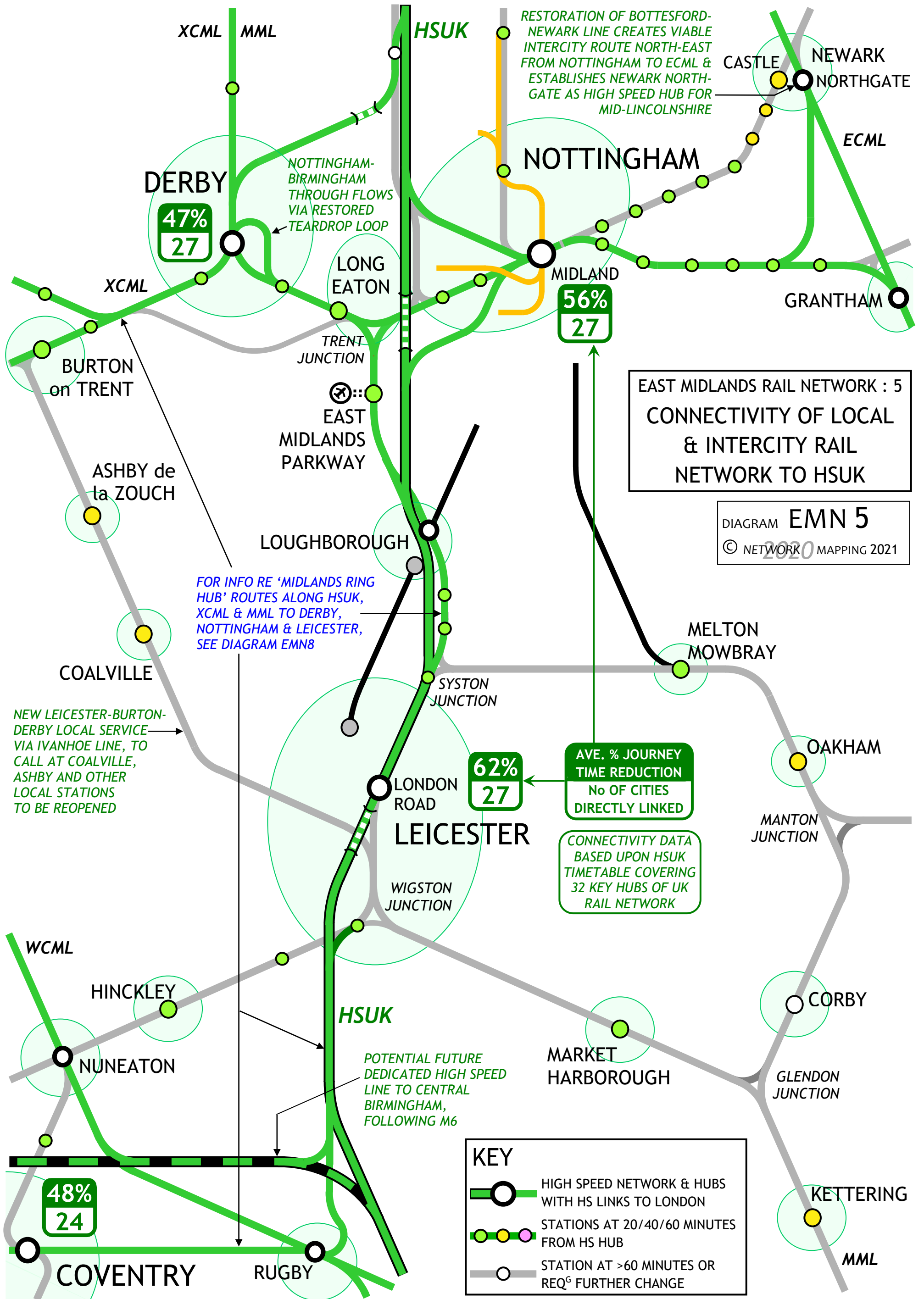
CASTLE

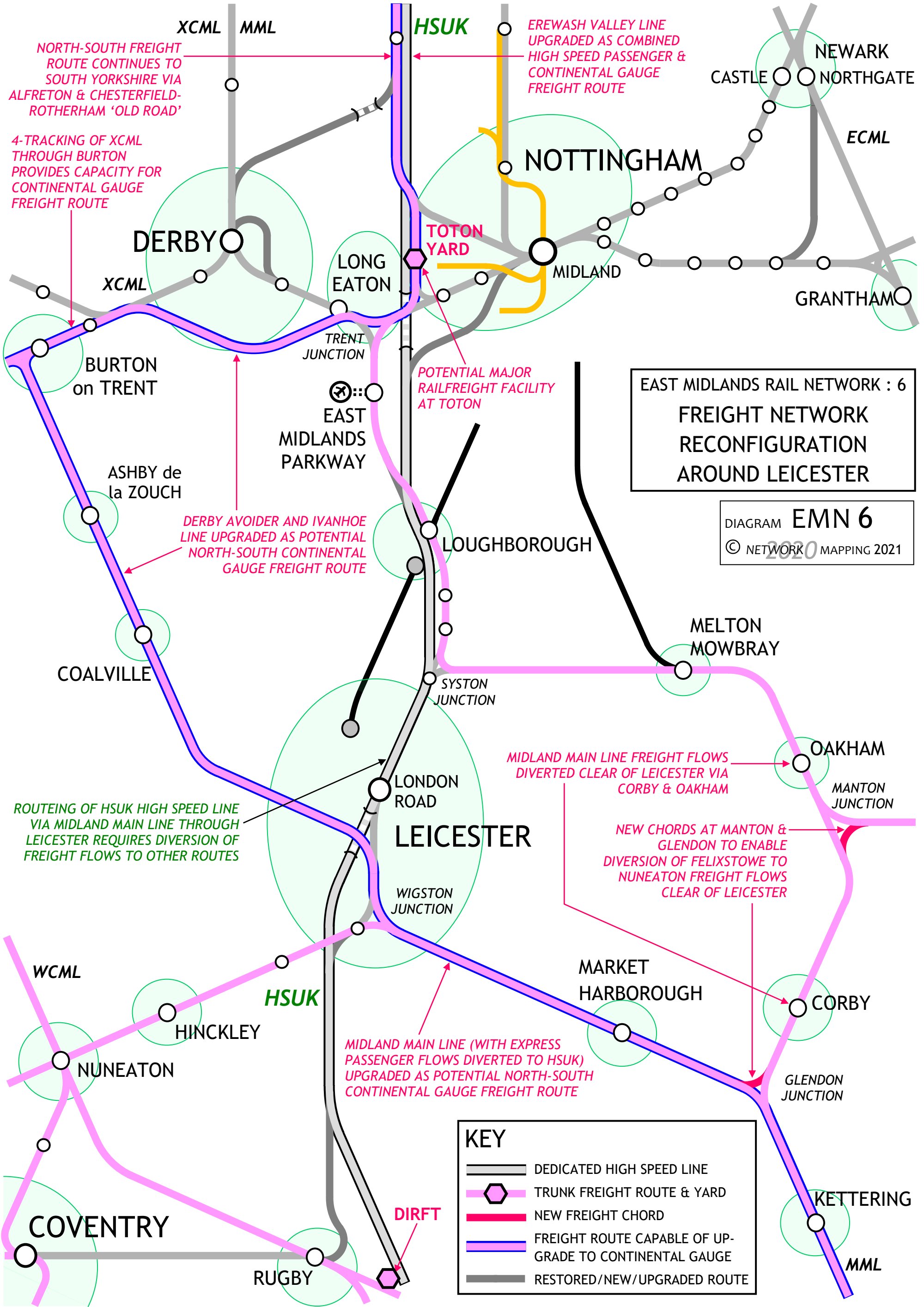
DERBY

BURTON on TRENT









**EAST MIDLANDS RAIL NETWORK : 6  
FREIGHT NETWORK  
RECONFIGURATION  
AROUND LEICESTER**

DIAGRAM **EMN 6**  
© NETWORK 2020 MAPPING 2021

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

ROUTING 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 UPGRADE TO CONTINENTAL GAUGE
	RESTORED/NEW/UPGRADED ROUTE



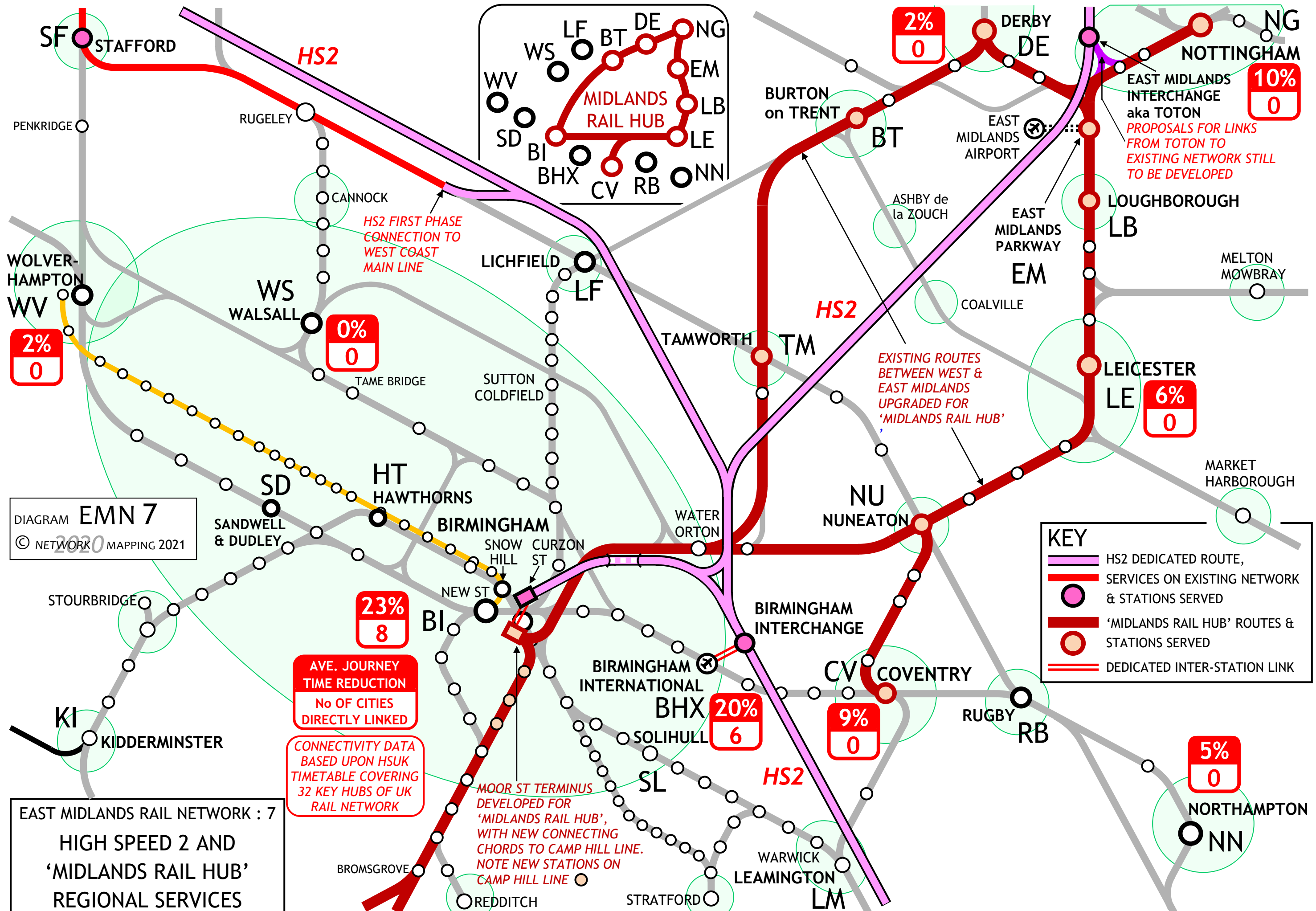


DIAGRAM EMN 7  
 © NETWORK 2020 MAPPING 2021

**23%**  
**8**  
 AVE. JOURNEY TIME REDUCTION  
 No OF CITIES DIRECTLY LINKED

CONNECTIVITY DATA BASED UPON HSUK TIMETABLE COVERING 32 KEY HUBS OF UK RAIL NETWORK

EAST MIDLANDS RAIL NETWORK : 7  
 HIGH SPEED 2 AND  
 'MIDLANDS RAIL HUB'  
 REGIONAL SERVICES

MOOR ST TERMINUS DEVELOPED FOR 'MIDLANDS RAIL HUB', WITH NEW CONNECTING CHORDS TO CAMP HILL LINE. NOTE NEW STATIONS ON CAMP HILL LINE

**KEY**

- HS2 DEDICATED ROUTE,
- SERVICES ON EXISTING NETWORK & STATIONS SERVED
- 'MIDLANDS RAIL HUB' ROUTES & STATIONS SERVED
- DEDICATED INTER-STATION LINK

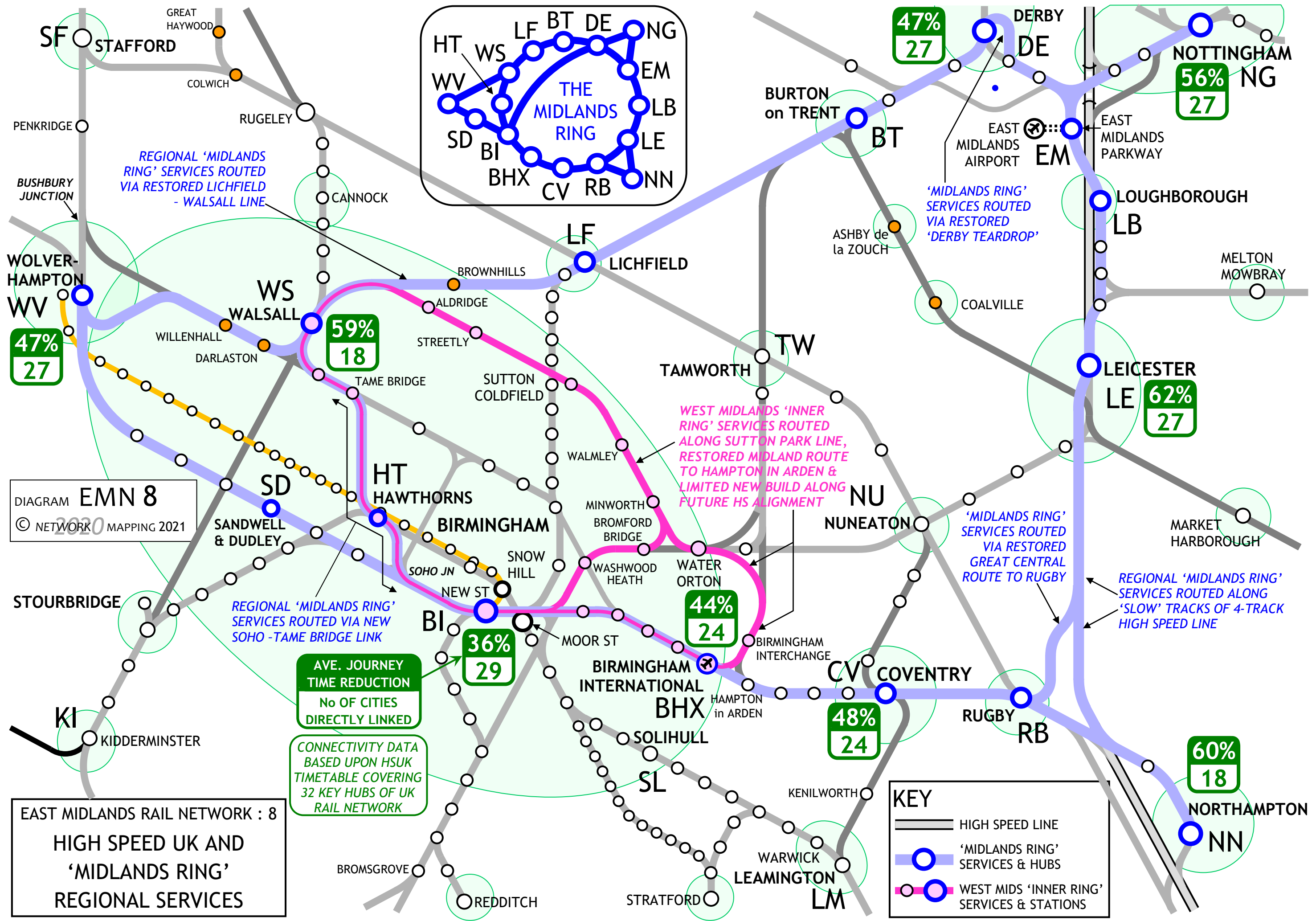


DIAGRAM EMN 8  
 © NETWORK MAPPING 2021

EAST MIDLANDS RAIL NETWORK : 8  
 HIGH SPEED UK AND  
 'MIDLANDS RING'  
 REGIONAL SERVICES

**AVE. JOURNEY TIME REDUCTION**  
 No OF CITIES DIRECTLY LINKED

**CONNECTIVITY DATA BASED UPON HSUK TIMETABLE COVERING 32 KEY HUBS OF UK RAIL NETWORK**

**KEY**

- HIGH SPEED LINE
- 'MIDLANDS RING' SERVICES & HUBS
- WEST MIDS 'INNER RING' SERVICES & STATIONS

47%  
27

59%  
18

36%  
29

44%  
24

48%  
24

47%  
27

56%  
27

62%  
27

60%  
18

