

EAST MIDLANDS HUB STATION

July 2013

High Speed Two (HS2) is the planned new high speed rail network connecting London with the West Midlands and running lines on to Manchester and Leeds. This factsheet, produced to accompany the consultation on the route from the West Midlands to Manchester, Leeds and beyond, provides information on the proposed hub station at Toton, including:

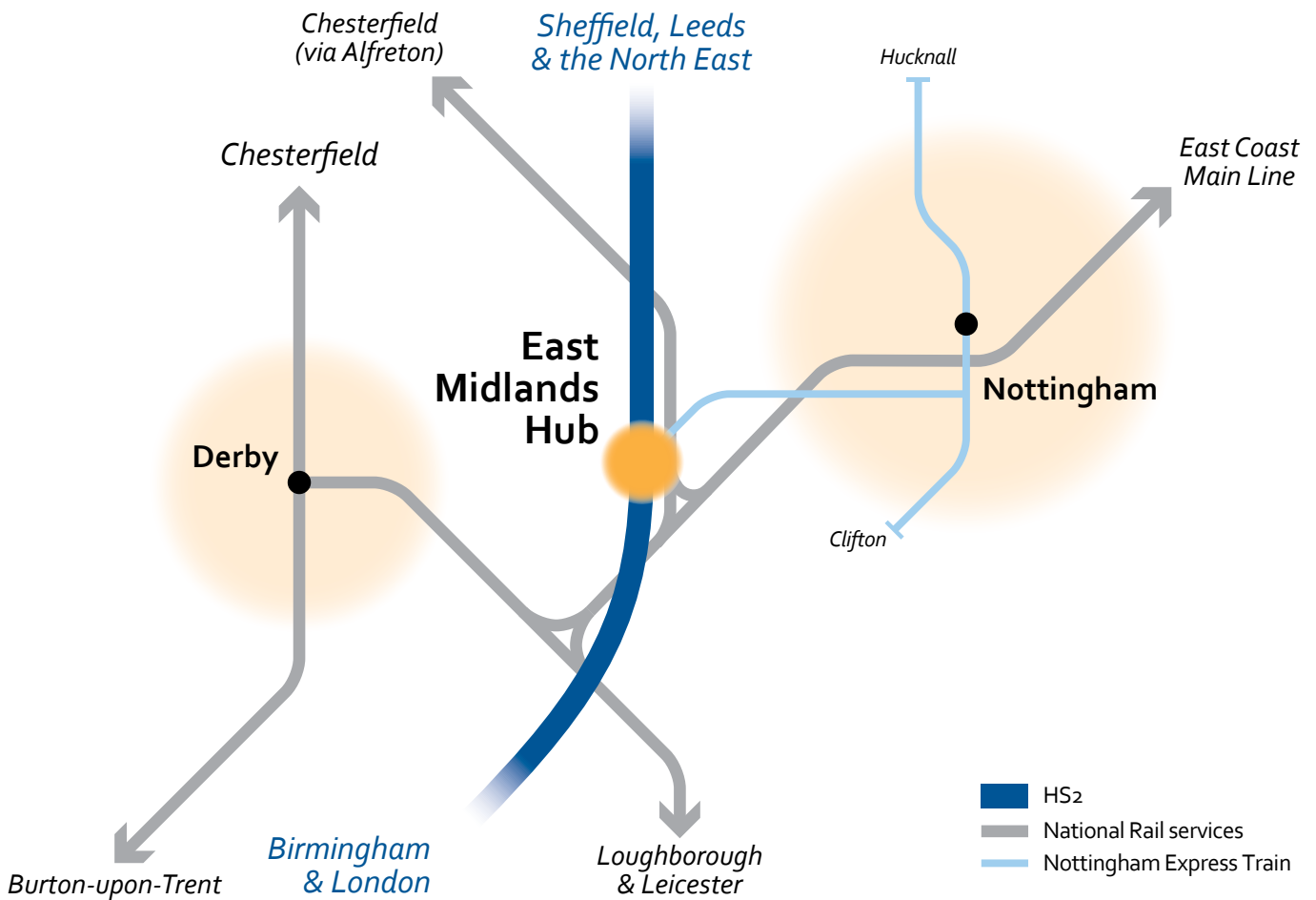
- the benefits of the proposed station;
- the effects on the local area and how we would address them; and
- how we would manage construction.

The proposed station

The station would be a new development, using existing railway land in the south-western suburbs of Nottingham. It would include four high speed platforms and four platforms for conventional services. There would also be two fast lines through the middle of the station for non-stopping services. The platforms would be at ground level, with the station entrance and forecourt located above and to the east. The Toton site is alongside an existing rail freight yard, north of Long Eaton, just over a mile from Junction 25 of the M1, between Nottingham and Derby.

Indicative maintenance loops have been included in the vicinity of the station. As the operations and maintenance strategy is progressed, further work will be undertaken to confirm the exact location.





The new East Midlands Hub will vastly improve connections across the East Midlands | Source: HS2 Ltd

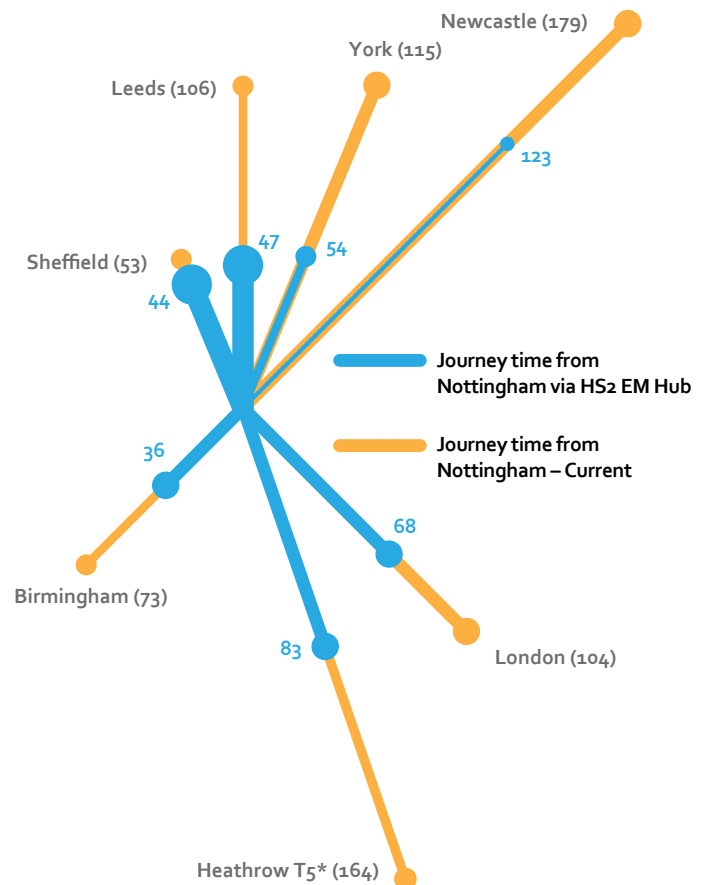
During the process to select the station location, HS2 Ltd engaged with relevant local authorities, including passenger transport executives and Network Rail. We continue to work with regional stakeholders to ensure that the benefits of the station are maximised, and to look at ways of reducing impacts on the local area.

Benefits

HS2 could support a significant amount of additional development around the East Midlands Hub station, which could in turn give rise to between 1,500 to 1,600 jobs and 150 to 800 housing units. Around 600 jobs could be displaced by the station, but it is likely that the majority of these displaced jobs would be accommodated in the region.

The site is designated green belt land. Following the announcement of the initial preferred route and station preferences, including the HS2 East Midlands Hub station at Toton in January 2013, there are plans to release the land as a strategic location for growth¹.

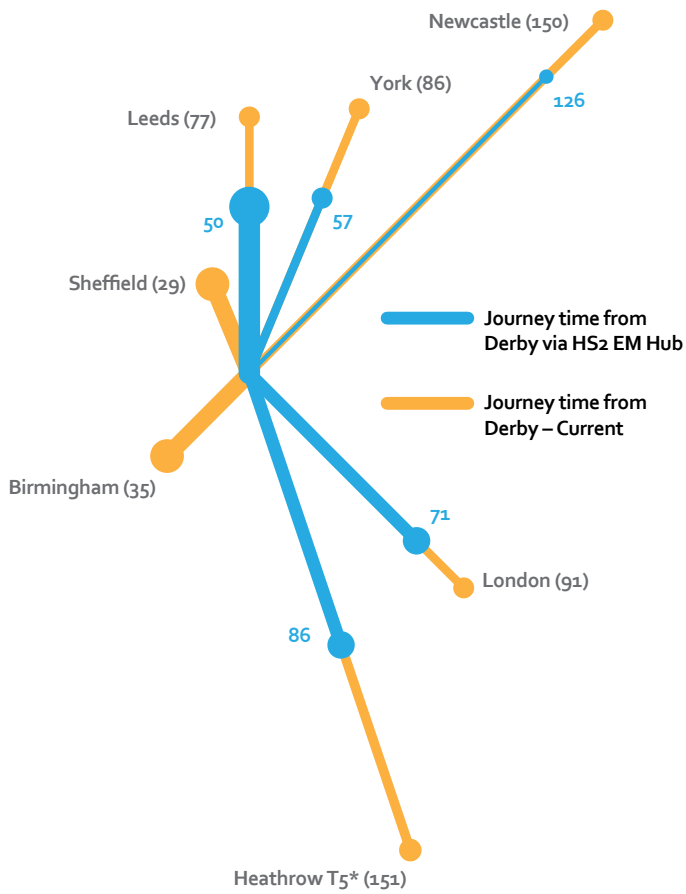
People in this area could access HS2 services through the East Midlands Hub station at Toton, benefiting from faster, more frequent services to London, South Yorkshire and Leeds.



* With HS2 – Heathrow via Old Oak Common
Current – Heathrow via existing connections

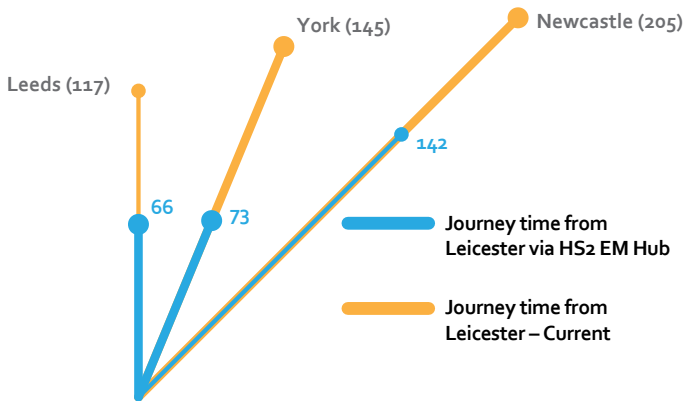
Nottingham via HS2 | Source: HS2 Ltd

¹ Greater Nottingham Aligned Core Strategies Proposed Changes, February 2013



* With HS2 – Heathrow via Old Oak Common
Current – Heathrow via existing connections

Derby via HS2 | Source: HS2 Ltd



Leicester via HS2 | Source: HS2 Ltd

Connecting to the East Midlands

By rail

The station could be served by a dedicated rail service to Nottingham, Derby, Leicester and other principal stations in the region. The proposed station could be developed to enable a significant proportion of passengers to access the station by public transport. HS2 will work with regional stakeholders and Network Rail to ensure that reconfigured services would deliver the right levels of access to the station.

By tram

Nottingham has a growing tram network; an extension to a park-and-ride site at Toton is under construction. HS2 Ltd's plans include a further extension of around half a mile to allow the tram to call at the East Midlands Hub station, providing a direct tram link to the city centre, as well as the University of Nottingham, the Queen's Medical Centre and a number of residential districts and major employers.

By car

The A52 (Brian Clough Way) provides good access to the M1 and Derby to the west and to Nottingham city centre to the east. Car access would be important in helping to ensure wider accessibility for those without direct public transport links. The station development would include parking facilities and a dedicated connection to the A52. We would work with the Highways Agency and local authorities to ensure adequate network capacity to support the station and other planned developments. From the station, East Midlands airport would be about 14 minutes' drive south, along the M1.

By bus

The proximity to the A52 would also enable bus services and potentially regional coach services to call at the station. We would work with regional stakeholders to ensure that local services are connected to the station.

Addressing local effects

Near the East Midlands Hub, impacts on landscape and townscape character should be relatively low, given the existing context of railway and brownfield land. However, residents to the north and south of the station would experience visual impacts.

Managing construction

Following Royal Assent to the Phase Two hybrid Bill, there would be a period to prepare for construction – for example, for land to be acquired and contracts let. Construction itself will take approximately nine years overall, although, in most places, the duration of construction is likely to be much less. In light of early analysis, we estimate that construction of the entire station would take around five years. This period of construction will include a period of testing from early 2031, with Phase Two expected to open in 2032/33.

We recognise that people will be concerned about the impacts of construction on their area. We are committed to managing these impacts and reducing disruption to communities, businesses and the environment in ways that reflect the best practice used by the construction industry. We will work closely with local authorities and communities to draw up a comprehensive and detailed package of measures to address the local effects of construction.

Where to get further information

The consultation document *High Speed Rail: Investing in Britain's future – Consultation on the route from the West Midlands to Leeds, Manchester and beyond*, which sets out our proposals in detail, can be downloaded from our website: www.hs2.org.uk.

Our Sustainability Statement, which describes the extent to which the proposed scheme supports objectives for sustainable development, is also available on the site, along with further supporting materials. You can also call the HS2 Enquiries line (**020 7944 4908**) for more information.