



## VIDEO VIRAL RAP SUPERSTAR

► The Fiat advert viewed by 2m was championed by the wife of the car firm's boss

**THE SUNDAY TIMES**

# High-speed rail – the new winners

Mark Hookham, *Political Correspondent* Published: 6 January 2013



THE

225mph trains will speed north of Birmingham along a Y-shaped route

government's proposed route for the northern second stage of the £33bn high-speed rail line can be revealed today, bringing delight to some cities in the north of England and dismay to others.

Manchester, Liverpool and Leeds emerge as the big winners from the Y-shaped network that will see trains travelling at 225mph on two separate lines from the West Midlands.

Plans for a "parkway" station in the East Midlands are, however, unlikely to satisfy either Derby or Nottingham. The route will also skim Sheffield, raising concern for the city centre's commercial viability.

Patrick McLoughlin, the transport secretary, will unveil the second stage of the rail link, due to open in about 2032-33, this month.

Although the plan will be subject to public consultation, it does not contemplate major changes.

The first stage of HS2, connecting London and Birmingham, has been under attack for its environmental effect. By contrast there is competition for access to high-speed travel further north.

It is understood that the second stage of the line will split near the village of Curdworth in north Warwickshire, with one branch heading towards the East Midlands and Yorkshire, and the other to the northwest.

The eastern branch will follow the route of the M42 motorway past the villages of Kingsbury, Polesworth and Appleby Magna, which includes a manor house built shortly after the Norman conquest.

Derby and Nottingham lobbied for city centre stations but sources say the first stop on the eastern branch will be a “parkway” station at Toton Sidings, a goods yard near the M1 outside Nottingham.

Further north, there will be a station at the Meadowhall shopping centre between Sheffield and Nottingham.

Paul Blomfield, MP for Sheffield Central, said: “A Meadowhall station would undermine our city centre and would be the wrong economic decision for Sheffield because the business benefits and investment will come from the station being at the heart of the city, and linking us to other cities.”

The eastern branch line will carry on north and terminate in Leeds city centre, with a journey time from London of one hour, 24 minutes, compared with the current two hours, 20 minutes.

The western line, which will carry up to 18 trains an hour, will include one stop at Manchester airport and another in Manchester city centre, near the city’s Piccadilly railway station. It is expected to reduce journey times to London from two hours, eight minutes, to one hour, 13 minutes, and create thousands of jobs.

The chancellor, George Osborne, who is MP for Tatton, could face protests as the proposed route passes through his constituency south of Manchester airport. Tatton Park, an estate that includes a Tudor hall and a neo-classical mansion, as well as Cheshire’s so-called “golden triangle” that is home to many Premier League footballers, could be affected.

HS2 Ltd, the quango behind the scheme, is likely to come under pressure to hide the line by tunnelling under the most sensitive areas of Tatton. George Walton, the Conservative mayor of Cheshire East council, said: “We don’t want HS2 coming through our part of Cheshire. We would very strongly resist it.”

Politicians and business chiefs in Liverpool appear to have succeeded in defeating a proposal by HS2 Ltd to have trains bound for the city leave the high-speed line just north of Birmingham and travel on to Merseyside on existing tracks at conventional speed. It would have resulted in trains taking 38 minutes longer to travel from London to Liverpool than from London to Manchester.

Under the new plan, the trains will continue at 225mph until Crewe before joining the west coast mainline. It remains unclear whether there will be a stop at Crewe.

Those campaigning for a Crewe interchange include Pete Waterman, the record producer and steam train enthusiast. “Our great grandfathers built Crewe for a reason — Crewe works as a gateway to the whole of the northwest, the whole of North Wales, mid-Wales and the south side of Manchester,” he said.

The transport department said: “We will work closely with interested parties and hold extensive public consultation before any decision on where the line will finally run is taken.”

7 comments

livefyre 

 louis bellamacina

3 people listening 

<a href="#">+ Follow</a>		<a href="#">Post comment</a>
--------------------------	--	------------------------------

Sort: **Newest** | Oldest



**edward walpole-brown**

3 days ago

Those who are going to be effected - get own independant geological-hydrology experts busy to check out the effect on the natural underground groundwater supplies. The expert evidence reported by Dr. Haydon Bailey for the Chiltern Society, admitted by HS2 Ltd in its draft environmental study- chapter 17 - was the cause of the line being changed in the area of The Chilterns. HS2 ltd, in a reply under the FOI Act, stated to me that there had be no assessment as to the extra cost of this substantial change with much more tunneling and cutting.

[Recommend](#) [Reply](#)



**Geoffrey Woollard**

4 days ago

Winners, what winners? We're nearly all losers if and when this Labour-led lunacy is allowed to go ahead. Taxpayers - from much further afield than those living along the planned lines - will bear the burden of many £billions of extra taxation to enable a handful of the privileged and subsidised to get from London to Brum (and back or beyond) a few minutes quicker than at present. It's a white elephant that we - from all stations North, South, East and West - can't afford to create and keep. Stop HS2 now.

2  [Recommend](#) [Reply](#)



**Alan Thorpe**

4 days ago

Will we be able to afford the fares?

1  [Recommend](#) [Reply](#)



**edward walpole-brown**

3 days ago

**@Alan Thorpe**

No.

[Recommend](#) [Reply](#)



**james brown**

4 days ago

the whole point of this line is to allow londoners to get out of the north quicker (come on northerners give me some banter)

[Recommend](#) [Reply](#)



**By-Tor**

4 days ago

Meadowhall is not "between Sheffield and Nottingham". It's IN Sheffield.

3  [Recommend](#) [Reply](#)



**edward walpole-brown**

3 days ago

**@By-Tor**

About sums it all up, Esteemed B-T., Esq.

[Recommend](#) [Reply](#)

[Livefyre](#)