

## Integrated Rail Plan – summary of expected and actual outcome for South Yorkshire

Appendix A

<i>What we were predicted to get from the IRP*</i>	<i>What this would mean for people and businesses</i>	<i>Actual IRP outcome</i>
<ul style="list-style-type: none"> <li>• HS2 eastern leg from Birmingham to East Midlands Parkway</li> <li>• HS2 trains from London to Sheffield (2tph) only a few mins slower than original plan</li> <li>• HS2 eastern leg from Clayton Junction (near Goldthorpe) to Leeds</li> <li>• HS2 / NPR trains from Sheffield to Leeds in 24 mins</li> <li>• New NPR/HS2 stations at Rotherham and Dearne Valley Parkway</li> <li>• NPR as planned to Manchester and Hull as well as Leeds</li> <li>• HS2 ‘fast’ trains to Leeds using existing lines through South Yorkshire</li> <li>• Electrification of the Midland Mainline to Sheffield</li> <li>• Investment in smaller local schemes including Restoring your Railways</li> </ul>	<ul style="list-style-type: none"> <li>• This link will still allow faster HS2 trains between Sheffield and London</li> <li>• Little journey time penalty for Sheffield – London HS2 trains</li> <li>• This link will still allow faster HS2/NPR trains to / from Leeds</li> <li>• No journey time penalty for Sheffield – Leeds trains</li> <li>• Faster and more frequent trains to regional centres</li> <li>• No loss of frequency or journey time on NPR corridors from Sheffield</li> <li>• Could impact capacity and / or mean work to four track existing lines</li> <li>• Cleaner electric EMR trains from London, reduced pollution, CO2 and noise</li> <li>• Improvements to local and regional services and capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Included</li> <li>• IRP says it can achieve same journey time as full HS2 plans – 87 mins.</li> <li>• Not included</li> <li>• No journey time benefits for Sheffield to Leeds in plan – further study proposed</li> <li>• No reference to these stations. Could be in doubt due to lack of commitment to NPR Sheffield – Leeds and Hull.</li> <li>• No clear commitment to NPR Sheffield to Manchester and Hull.</li> <li>• No plan for this – only further studies</li> <li>• Included, plus reference to potentially electrifying the Hope Valley Line and north of Sheffield towards Leeds</li> <li>• No reference to any in plan but RYR schemes already committed in budget.</li> </ul>

<b><i>What we were not predicted to get from the IRP*</i></b>	<b><i>And what this would mean for people &amp; businesses</i></b>	<b><i>Actual IRP outcome</i></b>
<ul style="list-style-type: none"> <li>• New HS2 line between East Midlands and Clayton Junction</li> <li>• A faster direct HS2 / NPR service from Sheffield to York / Newcastle</li> <li>• Released capacity on the East Coast Mainline to benefit Doncaster</li> <li>• There may be some cutbacks to NPR but not significant for this region</li> </ul>	<ul style="list-style-type: none"> <li>• No real loss to SY connectivity, but removes blight and environmental impact</li> <li>• A relatively small loss – could speed up Cross Country via Doncaster</li> <li>• A relatively small loss – not clear what benefits we would have got from released capacity</li> <li>• We should still get 4tph to Leeds and Manchester with faster times</li> </ul>	<ul style="list-style-type: none"> <li>• As expected, but line of route still safeguarded until further work done</li> <li>• As expected, this is not included</li> <li>• As expected, ECML to be used for Leeds and Newcastle so no released capacity</li> <li>• We seem to have suffered more severe cuts to NPR as the focus is on the core Liverpool-Manchester-Leeds route. No tangible commitment to NPR between Sheffield and Leeds, Manchester or Hull.</li> </ul>

\* based on news report / leaks and briefings