

Weston and Basford Parish Council response to Crewe Hub consultation

Crewe Hub Vision

Question 1

- a. *Do you support the vision for a hub station at Crewe as suggested by Sir David Higgins, as set out at paragraphs 3.3 - 3.7? Please indicate whether or not you support this vision and provide full reasons to support your response.*

Weston and Basford Parish Council support the vision of a hub station at Crewe. Crewe station is located adjacent to our Parish so we would ask to be kept informed of any and all developments. The reasons for our support are:

- Crewe is a major rail interchange, providing connectivity north, south, east and west. A full hub station, integrating the new HS2 services with the existing rail network, would build on and improve this connectivity, bringing better, faster rail services to a wider range of destinations and a larger number of people. The benefits of HS2 would be spread more widely, delivering greater value for money to the UK.
- A full hub station would make Crewe and the surrounding area a more attractive location for business, helping to generate investment and new jobs. This should help to boost the regeneration not just of Crewe, but also of Stoke-on-Trent, Stafford and other areas.
- A large amount of investment in the existing rail infrastructure is required at Crewe to facilitate the required increase in capacity on the existing rail networks and to enable any HS2 services to stop at Crewe. Further, Crewe station itself needs to be refurbished, retaining the attractive Victorian architectural features at platform level and replacing the existing 60's entrance at street level. To spend the amount of money required to do these improvements and not to go the extra mile and provide a full interchange with HS2 would be to miss a major opportunity. The building of HS2 is a golden opportunity to make Crewe a true 'Gateway to the Northern Powerhouse' and to ensure that the UK has a rail network fit for the 21st Century.

Option for splitting and joining HS2 services

Question 2

- a. *Do you support the concept of splitting and joining HS2 trains at Crewe, which could provide more seats from Crewe - London and also allow a HS2 service to Stoke-on-Trent as set out at paragraph 5.8 - 5.14? Please indicate whether or not you support this concept and provide full reasons to support your response.*

We support this concept. Stoke-on-Trent should not miss out on the benefits HS2 will bring.

- b. *Please provide any evidence you can about the difference it would make to:*

- (i) *local economic growth*
- (ii) *housing provision*

Opportunities for serving additional destinations north of Crewe

Question 3

- a. *Which additional destinations north of Crewe might be served through splitting and joining trains at Crewe, as set out at paragraph 5.15 - 5.18?*

Splitting and joining trains at Crewe is a way of maximising the benefits of HS2 by increasing connectivity and the number of destinations served by high speed rail. As well as Manchester and Manchester Airport, Liverpool, Warrington, Preston, Lancaster, Carlisle, Glasgow and Edinburgh, HS2 services should run through to Macclesfield and further work should be undertaken to enable services to connect through to the other major cities in the North. Being able to connect to a high speed train from Crewe to Leeds and York would significantly improve connectivity within the Northern Powerhouse, helping bring real economic benefits to the whole region.

It would be good if more could be done to improve connections through to Chester, North Wales and Holyhead too.

- b. *Please provide any evidence you have about the impact serving additional destinations would have on:*
- (i) *local economic growth*
 - (ii) *housing provision*

Option for stopping more HS2 services

Question 4

- a. *Do you support the concept of stopping more HS2 services at Crewe, as set out in chapter 5? Please indicate whether or not you support this concept and provide full reasons to support your response.*

We fully support more services stopping at Crewe. Crewe has rail connections to a wide regional network. Having more high speed trains stopping at Crewe enables people to travel to Crewe from their local station and then join the high speed network. This brings the benefits of high speed rail to many more people and businesses.

- b. *Please indicate your views on the potential service pattern(s) outlined in this document.*

We would like to see more train paths made available on the high speed line between London and Birmingham for trains running to the north and stopping at Crewe, so fewer trains would have to be split. Splitting trains must add to the journey time, reducing the benefit of high speed travel. Until this is possible, then the service pattern proposed looks feasible.

- c. *Please provide any evidence you can about the difference stopping more HS2 services at Crewe would make to:*

- (i) local economic growth
- (ii) housing provision

Option for a new junction north of Crewe

Question 5

- a. *Do you support the principle of a junction north of Crewe station which could allow HS2 services from Crewe to Manchester, Birmingham and Scotland, as set out at paragraph 5.19 - 5.28? Please indicate whether or not you support this principle and provide full reasons to support your response.*

We support the principle of a junction north of Crewe. The more high speed services that stop at Crewe the greater the social and economic benefits for people and businesses in Crewe and the surrounding area.

- b. *Please provide any evidence you can about the difference a junction north of Crewe Station would make to:*

- (i) local economic growth
- (ii) housing provision

Freight

Question 6

- a. *What are your views on the level of freight growth that should be considered in planning a Crewe Hub? Please provide full reasons and any evidence you can to support your response.*

We are not qualified to give views on the level of freight growth, but would say that in principle we fully support as much freight as possible being carried by rail rather than road. A major issue would be the capacity of the local roads to carry more freight traffic if this were to be loaded at Crewe.

- b. *What are your views on the relative future priorities of types of freight movements? Please provide full reasons and any evidence you can to support your response.*

Local and regional passenger services

Question 7

- a. *What are your views on future local and regional passenger services that should be considered in planning a Crewe Hub? Please provide full reasons and any evidence you can to support your response.*

Local funding contribution

Question 8

- a. *What do you see as the potential for a local funding contribution to any of these interventions alongside complementary works, such as improving the existing station buildings and road access?*

Additional areas

Question 9

- a. *If there are any additional areas that you think it is important for us to consider, that have not already been addressed in this consultation, please explain them here*

October 2017