



HS2 Update

19th September 2017

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HS2 Line of Route

- 1 Phase 2a hybrid Bill was submitted on 17th July 2017
- 1 Contracts issued for Phase 1 rolling stock by the close of 2019
- 1 Deposit a hybrid Bill for Phase 2b by the end of 2019
- 1 Phase 1 proposed to open 2026 (London to Birmingham)
- 1 Phase 2a proposed to open 2027 and Phase 2b 2033

The Consultation Process

On the 17th July the DfT launched 5 consultations

- 1 **HS2 Phase 2a Equality Impact Assessment Report**
- 1 **HS2 Phase 2a (West Midlands – Crewe) hybrid Bill environmental statement (*close 30 September*)**
- 1 **HS2 Phase 2b draft Equality Impact Assessment Scope and Methodology Report**
- 1 **HS2 Phase 2b draft Environmental Impact Assessment Scope and Methodology Report (*close 29 September*)**
- 1 **Crewe Hub: options for building on existing connectivity (*closes 12 October*)**

HS2 Phase 2a Equality Impact Assessment Report



There are 4 questions as part of this consultation:

- 1 Route-wide impact assessment, set out in section 5 of the EQIA report
- 1 Community Area (CA) assessments, set out in sections 6-10 of the EQIA
- 1 Appendices to the EQIA Report (Appendix A Literature Review and Appendix B Community Profile).

Key considerations:

- 1 No impacts have been identified as a consequence of the proposed route for the South Cheshire area
- 1 The approach taken is robust
- 1 The Equality Impact Assessment is regularly reviewed and updated, in light of any changes to the scheme, such as road works or PROW realignment
- 1 Continue to work with HS2 and ensure this level of engagement maintains in order to secure the best possible outcome

HS2 Phase 2a (West Midlands – Crewe) hybrid Bill Environmental Statement

There are 6 questions as part of this consultation:

- 1 *Non-Technical Summary (NTS)*
- 1 *Volume 1: Introduction and methodology*
- 1 *Volume 2: Community Area (CA) reports and map books, this is the most relevant*
- 1 *Volume 3: Route-wide effects*
- 1 *Volume 4: Off-route effects and map book*
- 1 *Volume 5: Technical Appendices and map books*

Key considerations:

- 1 Limited works have been identified at Crewe, but do not include an acceptable track layout
- 1 Questions exist in relation to the robustness of the assessment.
- 1 Concern over loss of existing services to Manchester, acceptance that there will be network pressures between 2027-2033 but there should be no reduction in connectivity with 2a solution
- 1 Concern over the loss of parking at Sandbach station during periods of construction
- 1 Consideration should be given to any potential “petition” of this Bill
- 1 **SOLUTION - bring forward the full Crewe Hub rail and station works into this Bill as an Additional Provision**

HS2 Phase 2b draft Equality Impact Assessment Scope and Methodology Report



Key considerations:

- 1 The assessment must identify suitable mitigation and/or alterations to the scheme to address any adverse impacts, such as severance and access to key services**
- 1 The proposed methodology is consistent with the approach taken for HS2 Phase 2a, we are confident that the approach taken is robust.**
- 1 Further consultation with key stakeholders along the route through Cheshire and Warrington is absolutely essential. The Councils should continue to work with HS2 as with Phase 2a and ensure this level of consultation maintains into Phase 2b.**

HS2 Phase 2b draft Environmental Impact Assessment Scope and Methodology Report

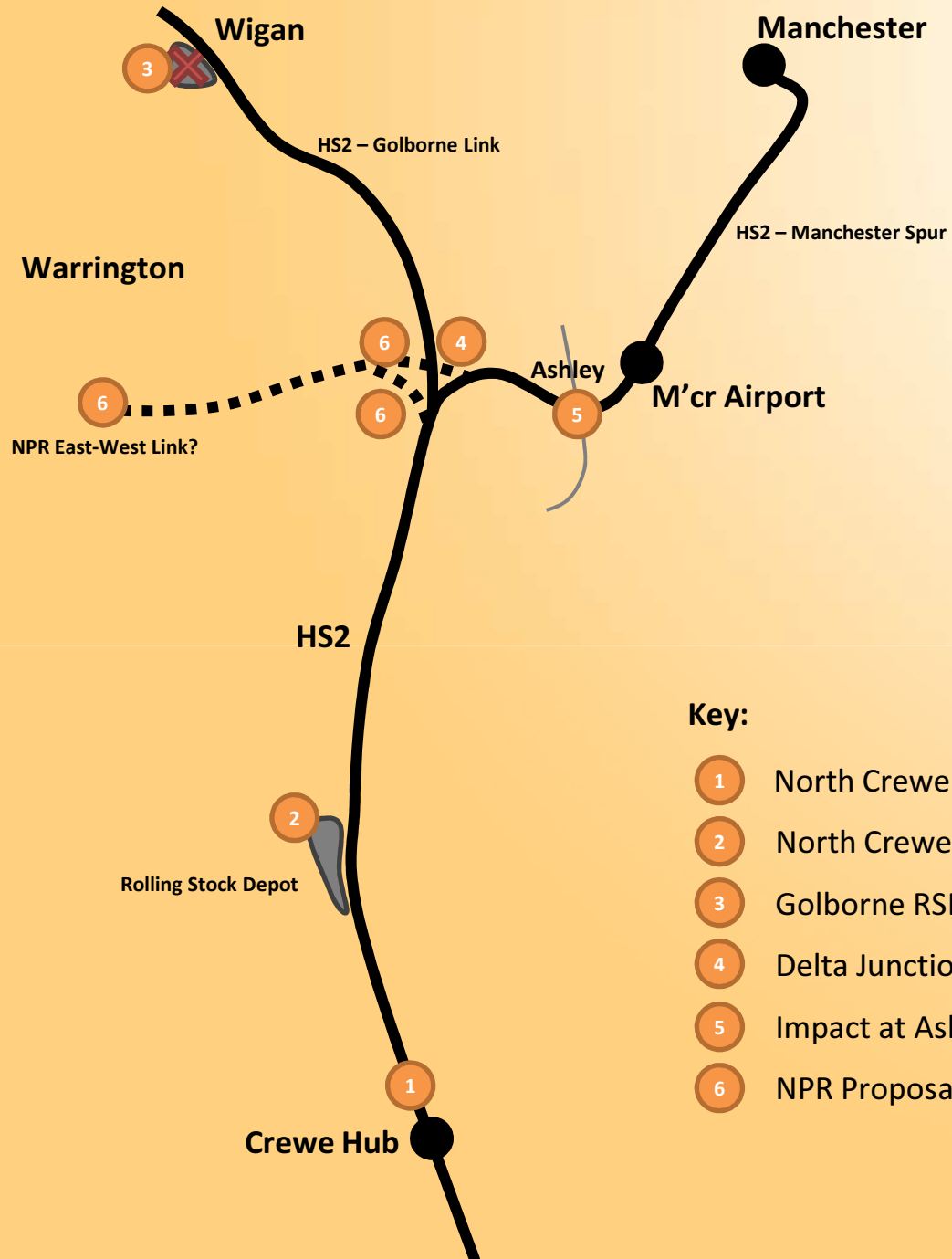


Consultation Question

Do you have any comments on the draft EIA Scope and Methodology report?

Key considerations

- 1 As the scheme continues to develop further, we are keen to continue to be involved the in the detailed assessment of its impacts in Cheshire and Warrington as has been the case with Phase 2a.**
- 1 Significant issues include:**
 - Northern Powerhouse Rail touchpoints
 - Scale of infrastructure – route and key junctions
 - Proximity of the route to residential areas
 - The impact of the rolling stock depot
 - Ground conditions
 - Environmental impacts on the section from Manchester Airport to High Legh



Key:

- 1 North Crewe Junction
- 2 North Crewe RSD
- 3 Golborne RSD - Removed
- 4 Delta Junction Northern Chord - NPR
- 5 Impact at Ashley
- 6 NPR Proposals

Crewe Hub: options for building on existing connectivity



Consultation Questions (1/2)

1. Do you support the VISION FOR A HUB STATION at Crewe as suggested by Sir David Higgins?
2. 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?
3. What ADDITIONAL DESTINATIONS NORTH OF CREWE might be served through splitting and joining trains at Crewe?
4. Do you support the CONCEPT OF STOPPING MORE HS2 SERVICES AT CREWE, and indicate views on the potential service pattern(s).

Crewe Hub: options for building on existing connectivity

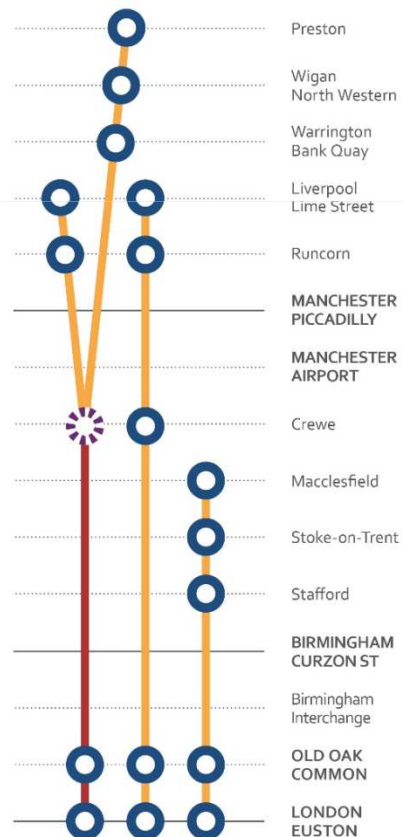


Consultation Questions (2/2)

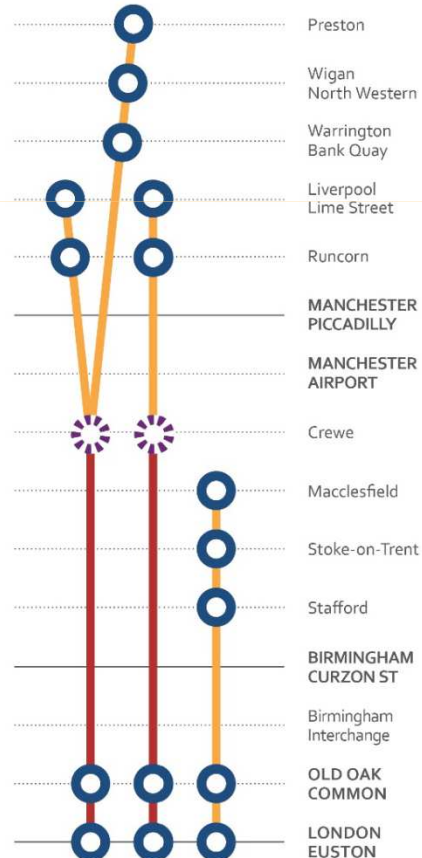
5. Do you SUPPORT THE PRINCIPLE OF A JUNCTION NORTH OF CREWE station which could allow HS2 services from Crewe to Manchester, Birmingham and Scotland.
6. What are your views on the LEVEL OF FREIGHT GROWTH THAT SHOULD BE CONSIDERED in planning at Crewe Hub?
7. What are your views on FUTURE LOCAL AND REGIONAL PASSENGER SERVICES that should be considered when planning for a Crewe Hub?
8. 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?

Train Service Scenarios

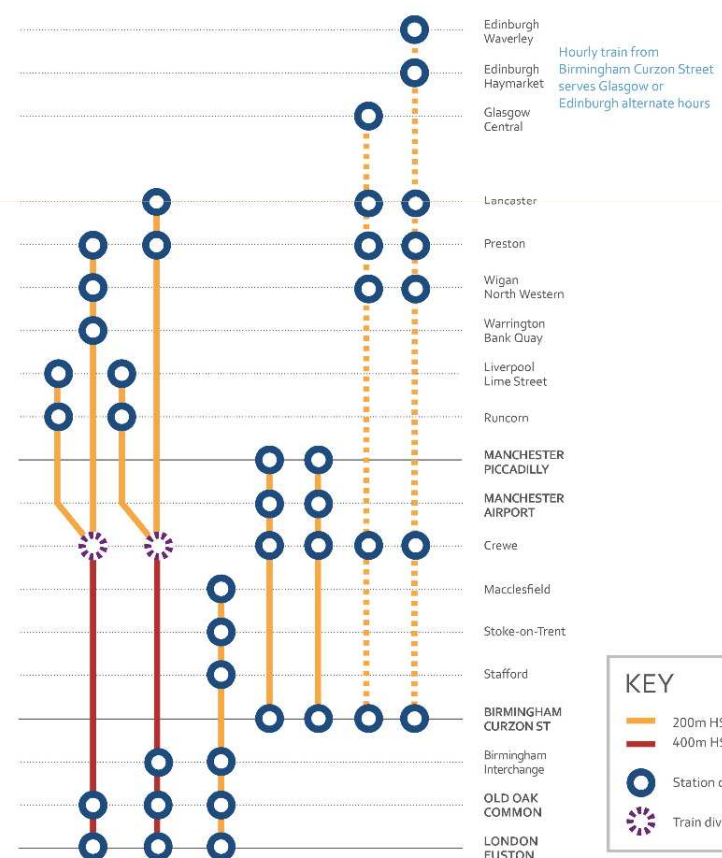
SCENARIO 1:
Crewe Hub route
serving Stoke-on-Trent



SCENARIO 2:
Crewe Hub route serving
Stoke-on-Trent and upgrading capacity



SCENARIO 3:
Crewe Hub route providing
a northern junction



KEY

- 200m HS train
- 400m HS train
- Station call
- ⊗ Train divides

Key Issues

- 1 **A rail Hub capable of serving 7 stopping HS2 trains per hour, which future proofs local and regional train service growth and rail freight**
- 1 **Offers 3 HS2 direct services to London, Manchester and Birmingham per hour**
- 1 **Government to commit to delivery of a new Crewe northern junction between HS2 and the WCML**
- 1 **Served by the right HS2 rolling stock mix**
- 1 **Allows the splitting and joining of 400m classic compatible trains at Crewe**
- 1 **An enhanced station which supports the whole sub-regional rail plan and growth strategies**

Local Contributions



- 1 Track and signalling should be funded by government**
- 1 Potential for contributions from TfN e.g. for north junction**
- 1 No commitments being made to support regional rail improvements from local authority finance (not relevant to this consultation)**
- 1 In principle agreement for CEC to fund enhancements to the Crewe Hub Station**

Building a Consensus

By working with regional partners, we can influence the plans for HS2 in order to achieve what is best for the region:

- 1 A Crewe Hub in line with Scenario 3 would provide connectivity to additional locations**
- 1 Scenario 3 would maximise HS2 benefits to the wider region enabling increased investment and growth**
- 1 Early delivery of both the Crewe Rail Hub and the Enhanced Station will ensure these benefits arrive sooner**
- 1 Support from TfN, Welsh Government, Midlands Connect**
- 1 Briefings for MPs including Jake Berry and Paul Maynard**
- 1 CEC response on the Crewe Hub**
- 1 CWLEP wide response regarding strategic fit with regional rail strategy and growth agenda**
- 1 Constellation Partnership**