

Cheshire East Council

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 to 3.7?

The Council supports Sir David Higgins vision of a Crewe Hub.

What are your reasons?

Crewe is located in a unique position on the rail network, providing a major interchange for services connecting the north, midlands and the south of the UK. The station provides passenger interchanges between a number of lines including the West Coast Main Line, Crewe to Manchester Line, Crewe to Derby Line and the North Wales Coast Line, making Crewe a key interchange station with 360° connectivity. The Office for Rail and Road (ORR) statistics show that in 2015/16 almost half the usage of Crewe station was used for passengers interchanging at the station.

An integrated HS2 Hub at Crewe would build upon this unique position and the existing connections on the rail network, enabling a greater interchange between HS2 services and existing railway lines connecting at Crewe; this will improve regional rail connectivity to the faster HS2 services and open up additional capacity on the West Coast Mainline. As a result of this connectivity, the Hub and HS2 services would bring about benefits to a wider range of users by building on existing connectivity, bringing about benefits to the north sooner than planned.

An integrated HS2 Hub Station at Crewe would be the key transport hub of the Constellation Partnership and a catalyst for significant growth across the Constellation region. The Constellation Partnership HS2 Growth Strategy will show how an integrated Crewe HS2 Hub would support the delivery of, by 2040, at least 100,000 new homes and 120,000 new jobs across South Cheshire and North Staffordshire, demonstrating how benefits of an integrated Crewe HS2 Hub will be realised far beyond the town itself. To achieve these benefits and to maximise the catalytic impact of HS2 the Constellation Partnership Growth strategy will demonstrate how HS2 provision will form part of an integrated transport network across and beyond the Constellation area, with a full specification Crewe Hub at its heart. This investment strategy is being designed to deliver national as well as regional growth, over and above what might be expected from the Government's current plans for HS2. This net additional growth will manifest itself in real increases in economic value for households, firms

and government, including unlocking the delivery of additional jobs for the Constellation area, as well as net increases in productivity (and in turn wages), generating an economic return for UK plc. The Constellation Growth Strategy is underpinned by a well-established evidence base confirming the role of connectivity in driving improved economic performance through productivity. The Growth Strategy combines an enhanced HS2 service pattern with a locally prioritised regional investment package. This is predicated on the development of a fully integrated hub station at Crewe with capacity for 5-7 HS2 trains per hour with services to London, Birmingham and Manchester and at least two classic compatible trains per hour to Stafford, Stoke-on-Trent and Macclesfield from 2027 which also serve Manchester in the north as well as London

The Council's view for a Hub includes high speed connectivity to additional locations: London, Old Oak Common, Birmingham, Manchester Airport, Manchester Piccadilly, Glasgow and Edinburgh (those outlined in Scenario 3), in addition to Preston and Liverpool under the current proposals and Hybrid Bill for Phase 2a. It is understood that to enable the Council's and Constellation Partnership's vision, these proposals would require a HS2 junction north of Crewe to allow services to interchange between the existing railway and HS2.

This improved connectivity would be in line with the constellation Growth Strategy and a number of further regional strategies, policies and visions that the Council support including, Northern Powerhouse Rail, Midlands Connect and Growth Track 360.

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 to 5.14?**

The Council supports the ability to split and join trains at Crewe; however the Council's vision is to expand services to a further extent than the ones outlined in Scenario 1.

What are your reasons?

The Council welcomes expanding the platforms at Crewe and allowing splitting and joining services at the station. It is sensible to free up capacity on the Phase 1 section of HS2 in order to provide additional high speed train routes, such as the one outlined serving Macclesfield in Cheshire East.

Despite this, splitting and joining trains at Crewe would make little difference to connectivity for Crewe and a small difference to the wider Cheshire East area. There would be additional capacity on the route that splits at Crewe due to it being a 400m train. Splitting would also provide an additional service connecting Crewe to Runcorn and Liverpool Lime Street, where previously one of these services bypassed Crewe. Scenario 1 shows an additional service from London Euston, terminating at Macclesfield – this would benefit Cheshire East through an additional HS2 service passing through the borough with high speed connectivity, however this doesn't benefit Crewe and the Council's vision for a Crewe Hub.

As shown in Table 2 of the consultation information, this option presents only small additional benefits with a benefits to cost ratio (BCR) of 0.2 for both 2027 and 2033, which is less than scenario 2 and is three times less than scenario 3. Whilst the Council welcomes splitting and joining at Crewe it does so in support of an enhanced Scenario 3 rather than expressly supporting Scenario 1.

b. Please provide any evidence you can provide about the difference splitting and joining HS2 trains at Crewe would make to:

i) Local Economic Growth

The BCR for this scenario is 0.2, which provides only some small additional benefits to growth. It is likely that growth would be in line with the local plan but without the wider additional benefits envisaged by the Crewe masterplan.

ii) Housing Provision

Growth through this scenario would be as per growth outlined in the local plan, but it's unlikely that there would be additional growth other than that outlined in the local plan.

Opportunities for serving additional destinations north of Crewe

Question 3

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

The Council wants to ensure that the current levels of connectivity in the region are not compromised as a result of HS2 services being implemented; connectivity for Crewe needs to be maintained, and improved to connect to additional locations as a result of the HS2 network.

Scenario 2 builds upon scenario 1, with both HS2 trains from London to Crewe being double trains and splitting at Crewe. One of these services will split at Crewe; one half goes on to travel to Liverpool Lime Street. This leaves an additional 200m train to serve other destinations.

As mentioned in the previous section, the Council supports the splitting of trains at Crewe; however as part of a wider HS2 hub that would allow connectivity to additional destinations. It would be beneficial to split this train at Crewe to serve additional destinations and improve connectivity in the region, whereas a terminating train does not provide any additional benefits to Crewe.

High speed connectivity in the form of a service to Manchester would be most beneficial for Crewe and Cheshire East. This may be through the addition of a northern junction, or to continue on the existing line from Crewe to Manchester (via Stockport). Connectivity to destinations further afield would also be beneficial to Crewe, for example to extend services up to Glasgow and Edinburgh and destinations on the existing railway on route to these locations.

b. Please provide any evidence you have about the impact of serving additional destinations would make to:

i) Local economic growth

The BCR for scenario 2 only shows a small additional benefit of 0.4 from 2027 and 0.3 in 2033. This is an improvement in comparison to scenario 1; however scenario 3 still provides a larger wider economic impacts (WEI) benefit.

As is the case with scenario 1, growth would be in line with the local plan and unlikely to trigger any additional growth in the region.

ii) Housing provision

Housing provision would be the same as outlined in the local plan, with little additional housing growth in the region over and above the local plan.

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?

The Council fully supports an increase in HS2 services stopping at Crewe as set out in chapter 5, with 5 trains north and 7 trains travelling south per hour.

What are your reasons?

The Council supports additional HS2 services stopping at Crewe because this would bring about greater benefits to Crewe, the wider region and to the national economy. The growth

ambitions of the Constellation Partnership's HS2 Growth Strategy are predicated on an integrated Crewe HS2 Hub Station with additional HS2 stopping services at Crewe.

The increased number of HS2 services would build upon Crewe's existing infrastructure, providing 360 degree connectivity, facilitating regional connectivity to the HS2 service. Crewe is well placed in order to continue to be a key interchange for the north/south on the rail network, if the HS2 network was to take advantage of existing infrastructure. With up to 5 trains south and 7 trains north per hour, Crewe would be a key interchange for those travelling between the East Coast Main Line and the west leg of the 'Y' network, and also link local services to Wales.

There is potential for HS2 services to connect to locations across the HS2 network and existing network including Manchester, Birmingham and Scotland, placing Crewe at an integral position on the network. This high speed connectivity will likely bring investment to Crewe and agglomeration of businesses through the ideal position on the HS2 network.

By increasing the number of HS2 trains stopping at Crewe, journey times will reduce to additional destinations, making the HS2 service an attractive alternative to the car and increasing numbers using the rail network. In turn, this helps to improve air quality through the borough due to a modal shift from road to rail.

Improvements to rail connectivity are also in line with local and regional policy. One of Northern Powerhouse Rail (NPR) and Rail North ambitions are to improve connectivity and journey times between the key economic centres in the north of the country. Connectivity to Crewe would feed into the NPR and help achieve their ambitions for rail in the north.

Additionally, rail travel in recent years has grown and is expected to growth further in future. Between 2014/15 and 2015/16, rail travel at Crewe station increased by 7.3%. The total growth of rail travel at Crewe Station from 2012/13 and 2015/16 was 16.4%. This shows that rail demand at Crewe and also the demand for Crewe as an interchange is continuing to increase. Additional HS2 services at Crewe are required in order to meet the demand for rail travel, both for now and for the future.

The BCR for scenario 3 indicates that stopping additional trains at Crewe would provide the highest BCR (0.7) of the 3 scenarios; this is over 3 times more than scenario 1 and almost double scenario 2. This suggests that stopping more trains at Crewe would increase the value for money of this section of HS2 and provide the most additional benefits. The BCRs produced by the current economic appraisal of service pattern scenarios do not take account of the full impacts on local and regional growth, overlooking the impact improved connectivity can have on economic performance through productivity gains and the impact this can have on the location of people, jobs and development. An enhanced HS2 service pattern, as proposed by the Council will:

- Improve businesses' access to a wider labour pool, with the right skills, which is made possible by fast, frequent and reliable transport links for commuters. At the same time, this provides residents with access to a wider range of employment opportunities;
- Improve business-to-business markets, enabling firms to serve existing markets at lower cost and new markets further afield; and

- Improve businesses' access to their customers and providing customers with more choice, which in turn will drive the competitiveness of the firms that serve them.

For existing firms in Cheshire East, the wider region, and across the North, this improved connectivity will support 'agglomeration effects'; lowering the costs of doing business, driving efficiencies and in turn raising productivity. For existing residents and households, this will lead to higher wages as well as open up new employment opportunities. The economic opportunity of higher productivity and wages will ultimately make the area around Crewe, the wider Cheshire East area, and the North a more attractive location to live and do businesses, in turn drawing firms and jobs into these regions. The resulting regeneration of low-value destinations and the physical clustering of people and jobs in the region can be expected to lead to further productivity gains, generating a net gain to UK plc.

b. Indicate your views on the potential service pattern(s) outlined in chapter 5.

Scenario 1

The benefit of scenario 1 is that there will be an additional service to Liverpool every hour due to the service splitting at Crewe. As a result of splitting and joining, there will also be an additional 200m train from London to Crewe, increasing capacity on this section of the route. This also allows an additional service that would be able to serve Stoke-on-Trent and Macclesfield. An additional HS2 service to Macclesfield will benefit Cheshire East, through having two HS2 routes passing through the local authority area and two HS2 stations.

Scenario 1 only offers limited HS2 connectivity for Crewe, with connections to Preston, Liverpool and London. The Council's vision for HS2 services includes routes to a wider range of destinations including Birmingham, Manchester, Edinburgh and Glasgow. These wider connections, with at least 3 HS2 trains per hour to London, Manchester and Birmingham, are critical to support the growth ambitions of Cheshire East and the Constellation Partnership.

Scenario 2

Scenario 2 is the same as scenario 1 but with the addition of doubling the second train from London to Liverpool, splitting this at Crewe. This would further increase the capacity on the line from London to Crewe, and allow half of the train to continue to a different destination (preferably Manchester). Crewe would benefit from this train serving a different location to improve connectivity. However, the Council's ambition for the Crewe Hub is for a northern junction to be built to connect from the West Coast Mainline back onto the HS2 network, allowing for the vital HS2 services to Manchester and allowing for HS2 services from Crewe to Birmingham also.

Scenario 3

Scenario 3 is more in line with the Council's vision for the future of HS2 at Crewe and a level of connectivity that could support future growth above local plans. This scenario

outlines a complete network of services to and from Crewe (5 trains north and 7 trains south), which is located centrally for connectivity to other locations in the north. This option, with the northern junction, unlocks access for HS2 services to connect onto the WCML north of Crewe, opening up a range of opportunities for services to connect further afield and to different locations such as Manchester, Edinburgh, Glasgow, Lancaster and Birmingham. This scenario presents an option of up to 5 trains south and 7 trains north per hour, giving the full connectivity locations across the network. However, in order for the full benefits to be realised a further HS2 service to Manchester would be needed such that Crewe offers at least 3 HS2 trains per hour to each of London, Manchester and Birmingham. The benefits to Crewe and the wider region are best served through scenario 3 with an additional service to Manchester..

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

i) Local economic growth

HS2 is the most crucial component contributing to the transformation of Crewe. It will change the way people live, work, visit and experience Crewe.. However, this is only true with scenario 3.

The Crewe Framework and Masterplan Scenario propose to tie the major connectivity improvements presented by the railway to the qualitative and identity transformation essential for Crewe’s wider regeneration and uplift. New open spaces in central Crewe, connections linking the station and town centre and access to the wider countryside help to redefine Crewe’s identity in the image of the Cheshire landscape and support new housing and employment growth in the town. The inclusion of local Cheshire landscape elements within and adjacent to the new station and railway ensure that this perception is enforced immediately upon arrival into Crewe and aid in creating a distinct and authentic place.

The twin strengths of Crewe’s current and future connections to the major economic nodes of the Northern Powerhouse and its accessibility to the beautiful landscapes of the Cheshire Plains offer a springboard for growing a wider and more knowledge-focused economy:

Crewe Growth Potential

| | Today | 2043(*)(*) |
|------------------------|----------|------------|
| GVA | £1.1Bn | £2.9bn |
| Commercial floor space | 107000m2 | 595000m2 |
| Jobs | 23k | 60k |
| Homes | 3.5k | 10.6k |

* Assumes an integrated Crewe HS2 Hub serving London, Manchester and Birmingham (5 trains north, 7 trains south)

As the advanced economies restructure towards a focus on human capital – people – as the most valuable asset in the production of goods and services, the ability to connect with a

diversity of workplaces and people, and the ability to offer a high-quality of life become of paramount importance in competitiveness and success. Crewe therefore has a natural advantage it can build on to broaden its economic base, continuing to grow the sectors in which it has traditional strengths including fostering high value supply chains, whilst being better placed to attract business from knowledge based sectors such as financial and business service and digital, technology and creative.

It is expected that HS2 services to Crewe, with at least 3 HS2 services an hour to each of London, Manchester and Birmingham, will lead to significant development in the town and surrounding region. For Cheshire East, this development is expected in three areas:

- 1) Within the existing footprint of the town itself (Crewe HS2 Hub Framework and Masterplan);
- 2) In a major urban extension to the north of Crewe; and
- 3) In the wider Cheshire East and Cheshire West and Chester local authority areas.

In addition, additional business rates will be generated by the expected growth of retail uses within the redeveloped Crewe station.

Growth would be over and above that which is outlined in the local plan and furthermore would support growth across the wider Constellation Partnership region.

Increased connectivity would increase investment into Crewe and the wider area as it would be an ideal location to locate a business due to its connectivity. An enhanced HS2 service pattern, as proposed by the Council will:

- Improve businesses' access to a wider labour pool, with the right skills, which is made possible by fast, frequent and reliable transport links for commuters. At the same time, this provides residents with access to a wider range of employment opportunities;
- Improve business-to-business markets, enabling firms to serve existing markets at lower cost and new markets further afield; and
- Improve businesses' access to their customers and providing customers with more choice, which in turn will drive the competitiveness of the firms that serve them.

For existing firms in Cheshire East, the wider region, and across the North, this improved connectivity will support 'agglomeration effects'; lowering the costs of doing business, driving efficiencies and in turn raising productivity. For existing residents and households, this will lead to higher wages as well as open up new employment opportunities. The economic opportunity of higher productivity and wages will ultimately make the area around Crewe, the wider Cheshire East area, and the North a more attractive location to live and do businesses, in turn drawing firms and jobs into these regions. The resulting regeneration of low-value destinations and the physical clustering of people and jobs in the region can be expected to lead to further productivity gains, generating a net gain to UK plc.

The WEIs for scenario 3 is 0.7, which is over 3.5 times higher than that BCR for scenario 1 (0.2). Over and above these benefits, the emerging results of work commissioned by Cheshire East Council on the Wider Economic impacts, suggest these enhanced services will drive additional dynamic economic clustering impacts over and above those shown in the WEI element of the BCR for scenario 3. The work suggests that increasing connectivity between the labour markets and business in Crewe and the wider area to those in particular

in Manchester and Birmingham to be of material benefit to each of the respective economies. We would be happy to provide the Department with a more detailed summary of these impacts.

ii) Housing provision

Stopping additional trains, with 5 trains north and 7 trains travelling south per hour providing HS2 connectivity to Manchester and Birmingham, would create further housing investment as a result of growth in Crewe; this would be over and above the housing provision outlined in the Council's local plan. As highlighted in the previous answer, homes are anticipated to increase threefold with a Crewe hub serving 7 HS2 trains north and 7 HS2 trains south an hour. In particular the potential for the region to support housing growth is materially linked to the enhanced rail services and the wider investment being put forward within the Constellation Partnership's Growth strategy.

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 to 5.28?**

Yes, the Council fully supports the principle of a northern junction at Crewe as this is vital infrastructure needed to unlock the services and connectivity benefits that underpin the Council's vision for growth around an HS2 Crewe Hub station and the Government's aims of building a Northern Powerhouse and rebalancing the national economy.

What are your reasons?

Building a northern junction at Crewe is core element of Cheshire East Council's HS2 Growth Strategy for Crewe; providing the opportunity increase the number of services stopping at Crewe and connecting to additional locations every hour. Having a junction which links the WCML back onto the HS2 network would open up opportunities for additional HS2 connectivity for Crewe and the North. Services could then extend further to a wider range of locations to the north of Crewe such as Manchester, Manchester Airport, Birmingham and Scotland. This junction would reinforce Crewe's position on the railway network as a key interchange for services to the north / south.

The junction would also provide additional infrastructure at Crewe that could help towards meeting future rail demand, providing a rail network that has been built for the future. This, in conjunction with the Council's plans for improvements at Crewe station would create a Crewe Hub that would be a key interchange between the WCML and the HS2 network and also a key hub on the HS2 network and support the ambitions of the Constellation Partnership's Growth Strategy and Growth Track 360.

The enhanced regional connectivity facilitated by a junction north of Crewe has the potential to unlock additional growth not only around Crewe, but across Cheshire East and the rest of the North through increased productivity which will act as a catalyst for housing and jobs growth.

Improving HS2 connectivity through a junction north of Crewe will support additional 'agglomeration effects' over and above existing plans; further lowering the costs of doing business, driving efficiencies and in turn raising productivity.

Crewe currently supports 40,000 jobs in 5,000 businesses and Crewe railway station's connectivity facilitates 200,000 commuter journeys per year.

b. Do you have any evidence you can provide about the difference a junction north of Crewe station would make to:

i) Local economic growth

A northern junction at Crewe would attract additional significant investment into Crewe as a result of the town's increased connectivity to other places on the rail network, in addition to shortened journey times for rail trips. These changes, in addition to Crewe's existing infrastructure make Crewe an ideal location for future investment.

A junction north of Crewe station would also fit in with the Council's plans for Crewe including the Crewe Hub and Crewe masterplan. This would allow investment into Crewe for the future, attracting additional investment into the region.

Through the Council's work to date, it is estimated that an enhanced HS2 service pattern, with 5 trains north and 7 trains travelling south per hour, together with the right supporting investment in local transport, regeneration and social infrastructure, has the potential to generate some 120,000 jobs across the Constellation Partnership region by 2040.

The emerging results of work commissioned by Cheshire East Council on the Wider Economic impacts, suggest these enhanced services will drive additional dynamic economic clustering impacts over and above those shown in the WEI element of the BCR for scenario 3. The work suggests that increasing connectivity between the labour markets and business in Crewe and the wider area to those in particular in Manchester and Birmingham to be of material benefit to each of the respective economies. We would be happy to provide the Department with a more detailed summary of these impacts.

ii) Housing provision

Additional investment would occur due to the key location and interchange between cities available on the HS2 network, making Crewe an ideal location for investment. Increased investment in the local area would increase the demand for housing, and therefore investment into housing growth would likely be over and above that currently outlined in the Local Plan.

Freight

Question 6

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

Rail freight growth is supported by the Council in its role to reduce the number of heavy goods vehicles (HGVs) on the road network, opening up additional capacity on the roads in Cheshire East. Despite this, passenger rail services should always be prioritised by HS2 and the capacity for freight growth should be considered when the demand for rail services is met.

- 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.**

The freight sector has the opportunity to capitalise upon the capacity freed by HS2, as a means to accommodate projected growth on the West Coast Mainline, notably between Crewe and Warrington. The port of Warrington is aiming for growth in addition to the delivery of Liverpool 2, which could increase demand for rail freight paths along this route. General improvements on the Crewe to Liverpool line could improve the capacity on this section.

Local and regional passenger services

Question 7

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

The Council want to ensure that Crewe's connectivity to other locations is not lost as a result of HS2 services; for example, ensuring that connectivity is maintained, or improved to Manchester and other key connections. If the pendolino services to London/Manchester were lost either temporarily (2027 to 2033) or permanently, then this would mean reduced connectivity for Crewe to London and Manchester, with a reduction in the number of connections to London per hour and possibly no connections to Manchester and services on the London – Manchester routes. These connections are extremely important to Crewe and the loss or reduction of these services could have a negative impact on Crewe and Cheshire East's growth plans.

There are also aspirations at the Council to reopen Middlewich station on the Northwich to Sandbach line to rail passenger services; this is currently used solely for freight. This could form an additional hourly rail service to Manchester via Middlewich and/or a service to Warrington or Liverpool.

The Council would also like to provide improved local services within Cheshire East such as increasing the number of trains per hour to key locations, such as Sandbach. In addition, rail connectivity between the two principal towns and key services centres within Cheshire East is poor; there is an aspiration to improve this connectivity within Cheshire East in future.

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?

- a. Northern junction – this would bring about significant benefits to other areas in addition to Cheshire East and Crewe including the Manchester and Birmingham economies and is therefore of national importance. The northern junction is part of the HS2 network, forming part of the wider national strategic rail network and consequently it should be paid for by HS2/government and not through a local contribution.
- a. The Council has already produced a preliminary funding and finance study, which identifies that potentially a funding contribution could be raised towards an enhanced station capable of facilitating local regeneration that would support local ambitions may be possible. The Council is continuing to refine this work with the support of Network Rail, HS2, DfT and DCLG.
- b. The Council is looking into schemes on the roads near to the station in order to improve capacity and access, providing local and regional benefits – including, Weston road/Crewe green link road/ A500 improvements, ,
- c. Funding these schemes need to be in line with the Council's funding and financing strategy.

Additional areas

- 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.**

Consideration of improvements to local road network due to the substantial increase in volume of traffic due to the increased usage of Crewe Hub station. The Southern Road Bridge is judged by CEC to be the most critical of these local infrastructure elements. This is because it is expected to help address severance issues and substantially improve east-west journey movements across Crewe, allowing Nantwich Road bridge to be downgraded. This in turn is expected to support the regeneration of Crewe, particularly around the station and in help to enable wider regional development.

A station building and environment that achieves the optimal levels of inclusivity, seamless interchange, safety and security standards and new east and west entry points to allow for quick and efficient regional access for people using the Hub Station. These should all be achieved in a base case solution.

Platforms at the station- 7/12 are terminating platforms, which leaves little capacity and flexibility – The new station layout should be resilient to future proof improvements to local and regional services and future freight demands

Rail services from 2027 to 2033 – would connectivity be lost for slow, local services during this period?

Final Comments

- a. Do you have any other comments?**

The Council is supportive of Scenario 3 and the north junction allowing additional services to Manchester and the north. Council is uncertain that any benefit will be gained if scenario 3 is not implemented and is, therefore, unable to find a way to support Scenarios 1 or 2 at this time.