

STOKE-ON-TRENT AND STAFFORDSHIRE

LOCAL ENTERPRISE PARTNERSHIP

EXECUTIVE GROUP MEETING

Crewe Hub Consultation

Not Confidential

1. Introduction

- 1.1 In July the Secretary of State for Transport published a consultation document on the Crewe Hub. The consultation identifies a range of options for the stations infrastructure and patterns of HS2 services which also impact on classic compatible services to Stafford and Stoke. The consultation document can be found at - <https://www.gov.uk/government/consultations/crewe-hub-options-for-building-on-existing-connectivity>
- 1.2 The consultation seeks views on:
- a) The vision for a hub station at Crewe, as recommended by Sir David Higgins in 2014, and set out in paragraphs 3.3 - 3.7
 - b) Providing 400m platforms at Crewe station in 2027 which could enable longer HS2 trains to and from London to split and join at Crewe, meaning other destinations, such as Stoke-on-Trent, could be served by a high speed service, as set out in paragraphs 5.8 - 5.18
 - c) Providing a junction north of Crewe station to connect the West Coast Main Line (WCML) and the high-speed line, in 2033 as part of HS2 Phase 2b. This could enable northbound high speed connectivity from Crewe, providing more seats between Crewe and London, as set out in paragraphs 5.19 - 5.28
 - d) Levels of future freight growth that should be considered in planning a Crewe Hub
 - e) Levels of growth in local and regional passenger services that should be considered in planning a Crewe Hub
 - f) The role the local area could play in realising a Crewe Hub, including by way of local funding contributions and evidence for potential levels of growth
- 1.3 Included within the consultation are series of diagrams illustrating HS2 service patterns and Crewe Station arrangements. The document refers positively to the work of the Constellation Partnerships Growth Strategy.
- 1.4 The closing date for the consultation is the 12th October.

2. Discussion

2.1 The proposals contained within the consultation will have a major impact on the capacity and capability of HS2 and the WCML within the SSLEP area. A draft response is in preparation with the Constellation Partnership and the following considerations are being highlighted.

- The construction of the Crewe North Junction would allow a better range of connections including to Birmingham Interchange. It would also complement Handsacre by building in resilience into the operation of the HS2 network.
- The construction of 400m platforms at Crewe would provide the capacity for more services to and from the south by saving train paths by splitting trains.
- There are capacity constraints between 2027 and 2033 on the network north Crewe and Stoke to Manchester.
- Any improvements to Crewe prior to HS2a should provide the opportunity for better local rail connections as developed in the Constellation Partnership work.
- The termination of the hourly London – Stafford – Stoke service at Macclesfield seriously weakens the local benefits of the service and seems inconsistent with current service patterns. Previously it was intended that Stafford would be served by an hourly service between London and Liverpool. The Constellation Partnership has been seeking two trains per hour.
- Whilst wider service patterns are excluded from the consultation the combination of the HS2 services with those on the current Virgin West Coast Franchise in the “West Coast Partnership” requires consideration of the whole package of services on the classic and HS2 network.

2. Recommendations

2.1 It is recommended that;

- a) Executive Group members consider the consultation and the points raised above.
- b) The SSLEP responds to the consultation and works with partners to press for improved services to Stafford and Stoke
- c) That the Chairman is delegated to agree the consultation response following the circulation of a draft to Executive Group members.