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Dear Justine

OUR PROPOSITION FOR AN HS2 HUB STATION AT CREWE IN PARTNERSHIP WITH HS2

Firstly, we would like to thank you and the DfT team for giving us the opportunity to present our case for a Hub Station at Crewe to be included as part of your plans for the second phase of HS2.

We felt the meeting was a great start and that we should follow up our commitment in writing to work with you, the Department and the HS2 team. This commitment is not just on our station proposition but also as a key supporter of the entire HS2 project subject of course to the final details as and when they emerge.

We have attached to this letter a summary of the points we raised at our meeting. These have been taken from the three reports previously submitted to your Department by the Cheshire and Warrington Local Enterprise Partnership, covering the strategic case for Crewe and the substantial extra transport and economic benefits this station would add to your current plan. The key messages are:

- We are an already successful economy – An excellent base to grow from
- Delivers on Government transport and economic policies
- Adds significant GVA, jobs and transport benefits to the case for HS2 and provides tangible support for our existing 30,000 businesses.
- Provides 360 degree rail connectivity onto the HS2 network – Crewe is the hub point for the NW's rail network
- Provides a station accessible to up to a potential 6 million passengers by all modes of transport
- Crewe was the historic choice for rail and should be the future choice for rail networks serving our region

Following discussions with your DfT team, we are also working on a final submission which will show to you an exciting visual representation of how an HS2 Hub Station at Crewe would act as a major catalyst for the regeneration and economic growth, maximising the advantage of Crewe's unrivalled connectivity.

We would like you to note that 4th July 2012 was the 175th anniversary of train services operating from Crewe Station. Crewe's history has been built around the railways, we firmly believe with an HS2 Hub Station its future can be too. We hope that you agree.

To further demonstrate our commitment to developing this exciting project, we would of course be happy to meet as required to help you develop the proposals.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Michael Jones', written in a cursive style.

Councillor Michael Jones
Leader
Cheshire East Council

A handwritten signature in black ink, appearing to read 'Christine Gaskell', written in a cursive style.

Christine Gaskell
Chair
Cheshire & Warrington Local Enterprise
Partnership Board

WHAT IS THE CREWE PROPOSITION?

An HS2 Hub Station at Crewe is incorporated in to the Phase 2 plan. The proposition for Crewe would provide a more northerly connection onto the high speed rail network than Lichfield, providing faster and more frequent HS2 services for people and businesses in Crewe, the wider LEP area and the whole of the North West, North Wales and parts of the Midlands.

It builds on existing plans for Crewe Rail Gateway and provides the highest level of connectivity with the existing rail services. It is also supported by our current plans for improvements in the road connections from the M6 J16 to Crewe Station.

WHAT WILL A STATION IN CREWE ADD TO OUR ECONOMY?

Build on the success of a strong existing Cheshire East (CE) and LEP economy, with the commitment and plans to grow. CE, 3rd largest Unitary in NW, 9th in the UK; it has:

- 6.9% of NW economic output and 7.4% of its businesses, at 17,400 this is the highest in the NW.
- Business leaders live in CE (27% of the NWs band H houses are in CE)
- 35% of population have a first degree (GB ave 29%)
- Strong knowledge and skilled manufacturing based businesses, including AstraZeneca, Bentley, Siemens, Senior Aerospace, Airbags International, Sanofi Aventis, Bombardier for example.
- Already attracting key high profile business e.g. Water, Expert Logistics,

An HS2 Hub Station at Crewe would deliver well over £1 billion GVA to the overall HS2 case and up to 3 times this for the local economic area around Crewe given its development and growth potential. On jobs the message is also positive, adding 5000 jobs overall and again up to two to three times this in the local economic area around Crewe.

WHAT DOES IT ADD TO THE WIDER ECONOMY?

The proposition is consistent with the Government's plans to rebalance the economy from south to north, from the service sector to manufacturing and from the public sector to the private sector; the LEP has ambitious growth targets for 2030, including:

- Increasing GVA by £10 bn per annum to £30bn
- Increasing our population by 100,000
- Creating 70,000 new homes
- Creating 20,000 new jobs with a focus on production and exports

Importantly, the proposition would also deliver significant wider GVA and jobs growth to many of the North West's, in particular for Liverpool, and North Wales and North Staffordshire economic sub regions due to Crewe's unrivalled rail connectivity. Our option would enable the railway to build on the existing freight businesses in the NW and locally in Crewe.

SO WHY CREWE?

Crewe has many advantages that provide a strong platform to build from. The “All Change for Crewe programme”, a strategy for growth, is well underway. It includes major projects such as:

- Crewe Green Link Road, supported with DfT funding
- Local Sustainable Transport Fund projects that focuses on improving local connectivity to jobs and Crewe station
- Crewe Rail Exchange, via the DfT/ NR Station Commercial Project Facility. This project is the first phase of the ultimate Crewe Rail Gateway vision.

All these investments will enhance the rail passenger experience at Crewe by improving local and strategic access links to the station by all forms of transport, including significant increases in parking that can be increased to meet the extra demand from our HS2 proposition.

Work is underway on a new Cheshire East Local Plan and Infrastructure Plan, which provides the opportunity to put in place a planning framework to realise the full economic growth potential that would arise if our station proposition is adopted.

And finally, Crewe’s history and rail – The rail industry and its services has a strong base in Crewe with associated employers and skilled staff. The Council and the LEP would work with Government to expand on this, so Crewe’s people can serve the HS2 infrastructure and rail service operations. Crewe people already have an inherent connect / understanding in rail as a result of both living with it and using it for living.

WHAT IS THE TRANSPORT CASE?

360 degree rail connectivity at Crewe would:

- Link the existing rail network serving the whole of the Northwest of England, Wales and parts of the Midland into HS2, providing the best possible sustainable access for 6 million potential users.
- Provide a more northerly connection onto the HS2 networks resulting in significantly faster journey time and higher passenger demand for Classic Compatible HS2 train services to North Wales / Chester ,Liverpool / Merseyside and Wigan/ Warrington.
- Allow additional high speed rail connections between our LEP area and Manchester, Birmingham, Liverpool, London, and Heathrow.
- Give greater passenger satisfaction across both the HS2 and existing rail networks –Crewe would provide faster journey times, reductions in overcrowding, more journey choices, and reduced traffic on the M6.

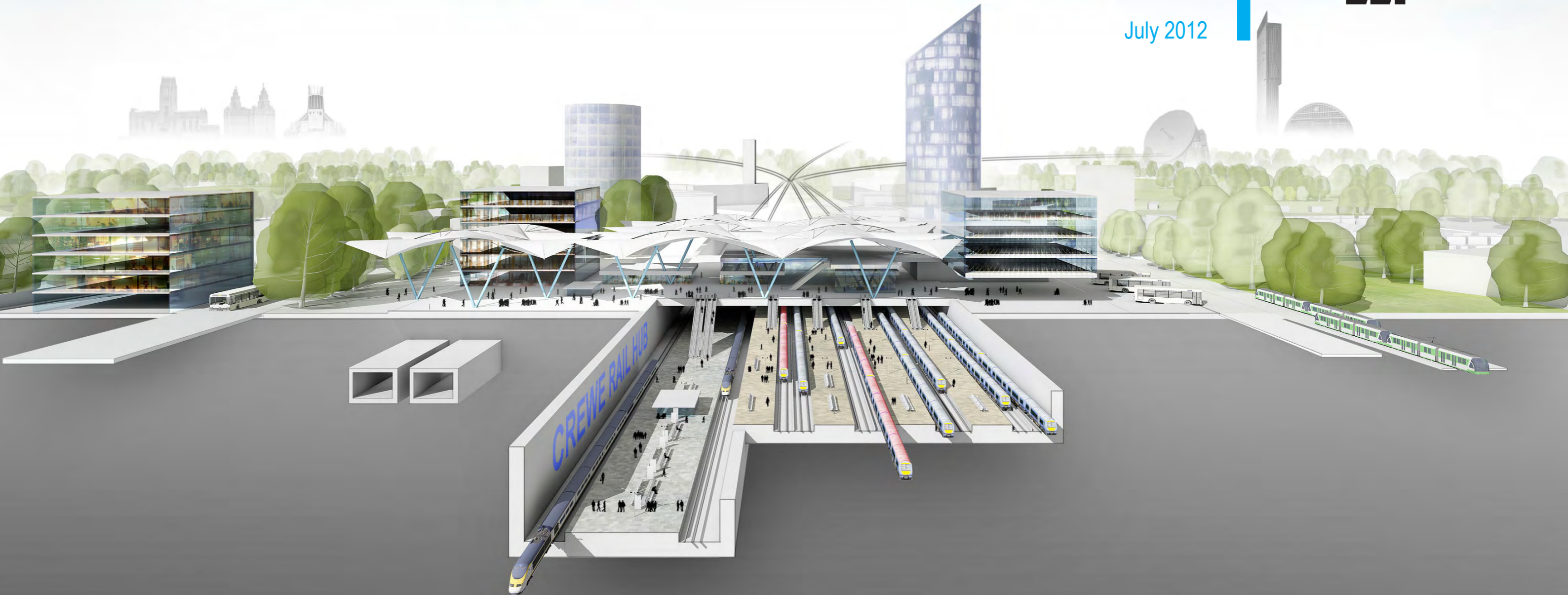
Excellent road access to a hub station is critical. Strategic highway links, in particular from the M6, already exist, with plans to significantly enhance these. The Council and LEP will work in partnership with the DfT and Highways Agency to deliver dual carriageway road connections to the hub station from the M6 and a large multi storey car park with easy access on the south side of Crewe.

The result - £1.3 billion of transport benefits added to the case for HS2 from having a hub station at Crewe. This strengthens the case for HS2.

From Rail Town to High Speed Rail City:

A VISION FOR CREWE

July 2012



A Vision for Growth in South Cheshire:

Our proposition for a HS2 Hub Station at Crewe

This document provides a compelling initial masterplan vision for central Crewe. It has been prepared by Sir Terry Farrell and his team, who have unique experience of high speed rail in Asia, and who have also similarly advised on the potential of the HS2 Old Oak Interchange.

Depending on the route chosen for the second phase of HS2, the vision clearly demonstrates how an HS2 Hub Station at Crewe would act as a major catalyst for the local, sub regional and regional regeneration and economic growth, by maximising the advantage of Crewe's unrivalled connectivity.

Our key messages are:

- We are an **already successful economy** – a excellent base to grow from
- Delivers on Government **transport** and **economic policies**
- Adds significant **GVA, jobs** and **transport benefits** to the case for HS2 and provides tangible support for our existing 30,000 businesses.
- Provides **360 degree rail connectivity** onto the HS2 network – Crewe is the hub point for the NW's rail network
- Provides a station accessible to potential **6 million passengers** by all modes of transport
- Crewe was **the historic choice** for rail and we should exploit that unique legacy to be the future choice for rail networks serving our region
- **all this connectivity can only be achieved at Crewe**
- Within the centre of Crewe alone, there is the potential for at minimum **20,000 jobs** and **5,000 homes**, all generated by the HS2 hub station

On 4th July 2012 the region celebrated the 175th anniversary of train services operating from Crewe Station.

Crewe's history has been built around the railways
- we firmly believe, with an HS2 Hub Station, its future can be too.



Councillor Michael Jones
Leader
Cheshire East Council



Christine Gaskell
Chair
Cheshire & Warrington LEP



Sir Terry Farrell
Principal
Farrells

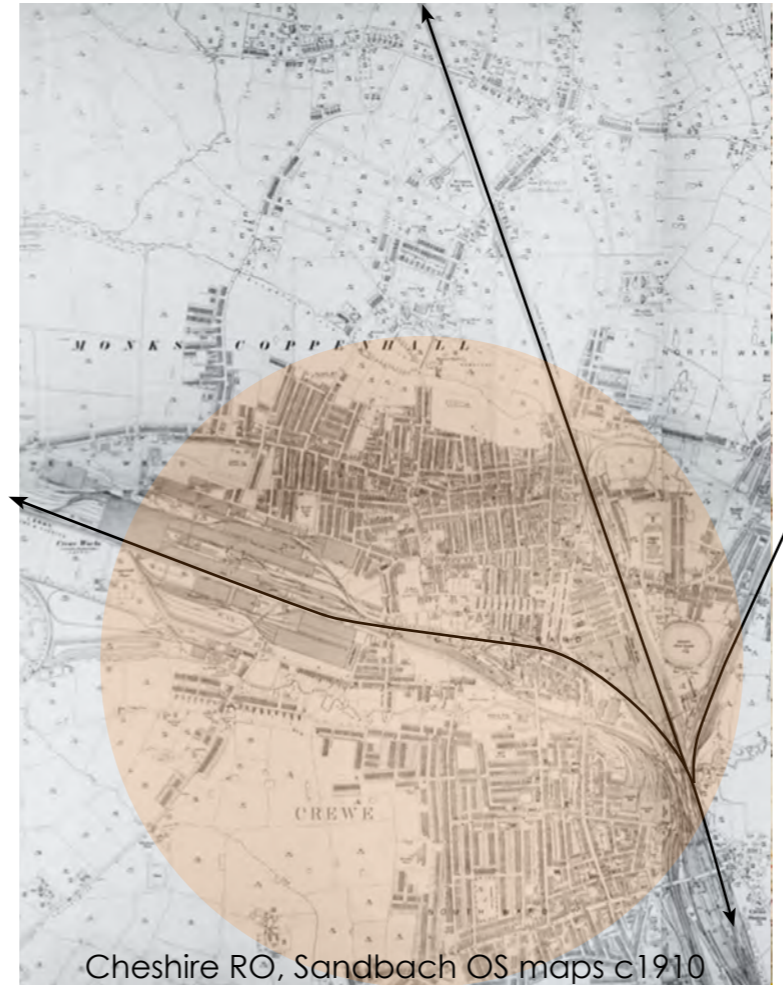
In the first railway age, railways drove huge growth and employment at Crewe

1830 - a group of hamlets



from 70 people

1910 - an established town



to 30,000 railway jobs

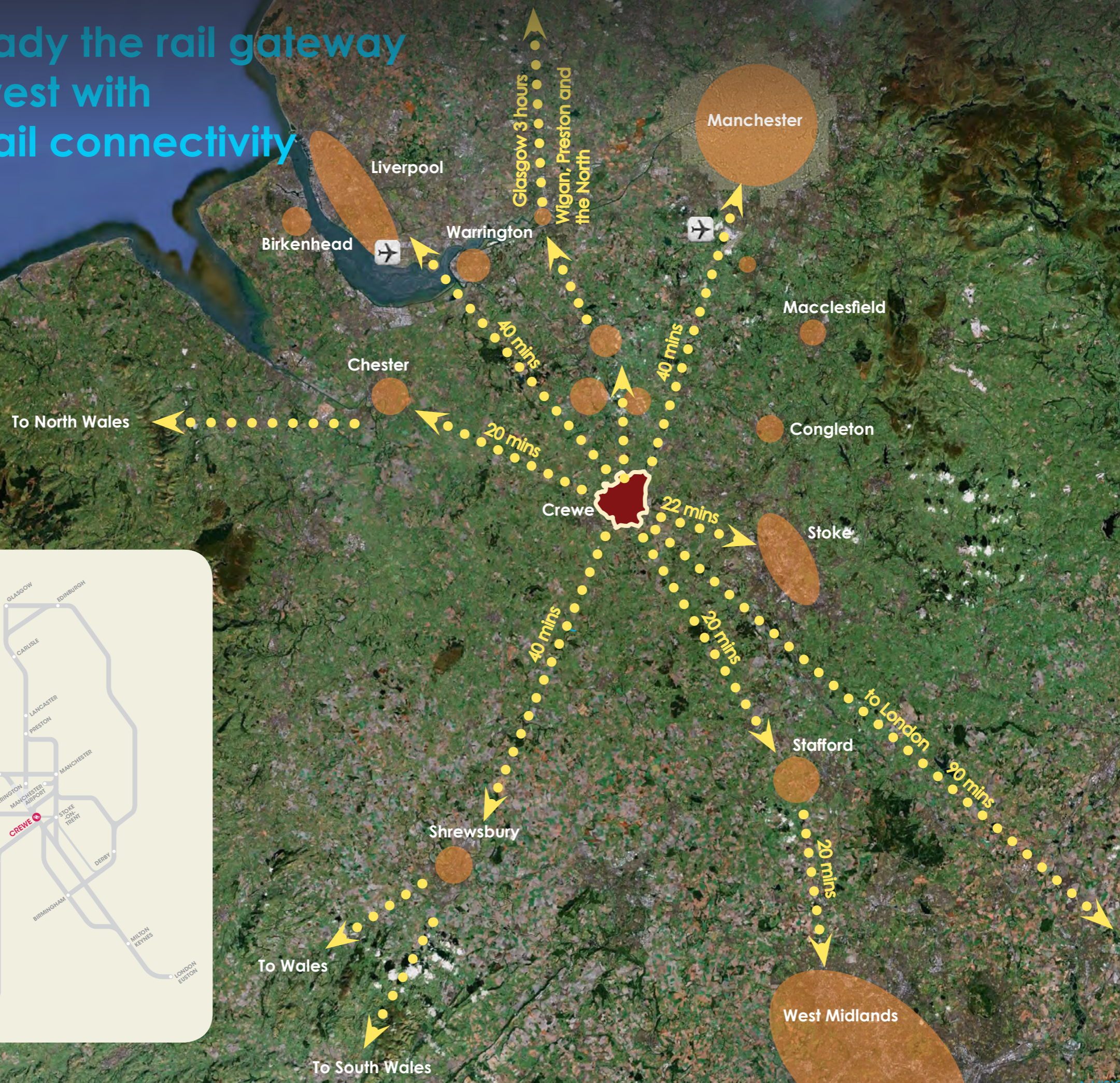
Today - a prosperous town



This historic railway town was created to link the 4 largest cities in England; Liverpool, Manchester, Birmingham and London. This hub provided the foundations for a prosperous and strategic future for Crewe.

High Speed 2 has the same revolutionary potential today!

Crewe is already the rail gateway to the north west with superb 360° rail connectivity



Crewe is connected

90 MINUTES
London non-stop

DIRECT TRAINS

Manchester
Birmingham
Edinburgh
Glasgow

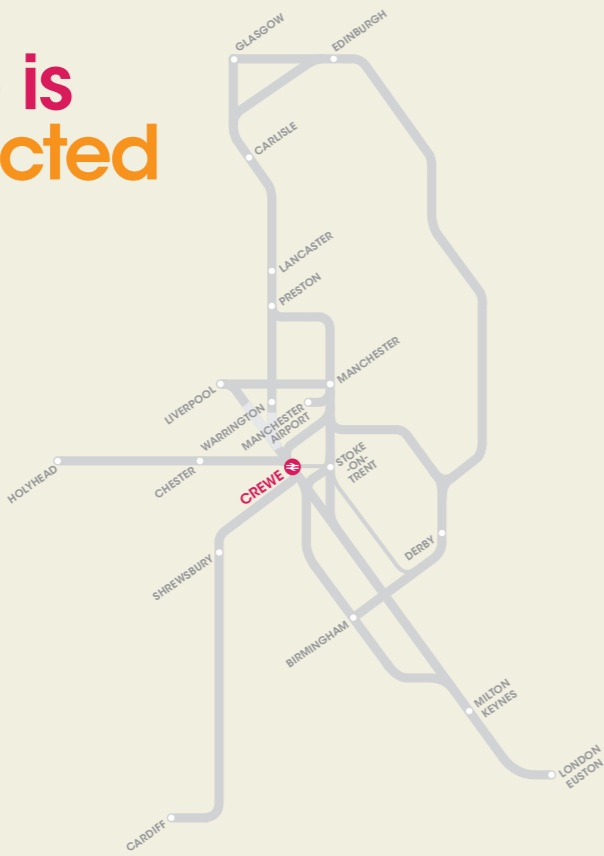
Chester
Liverpool
Holyhead

M6

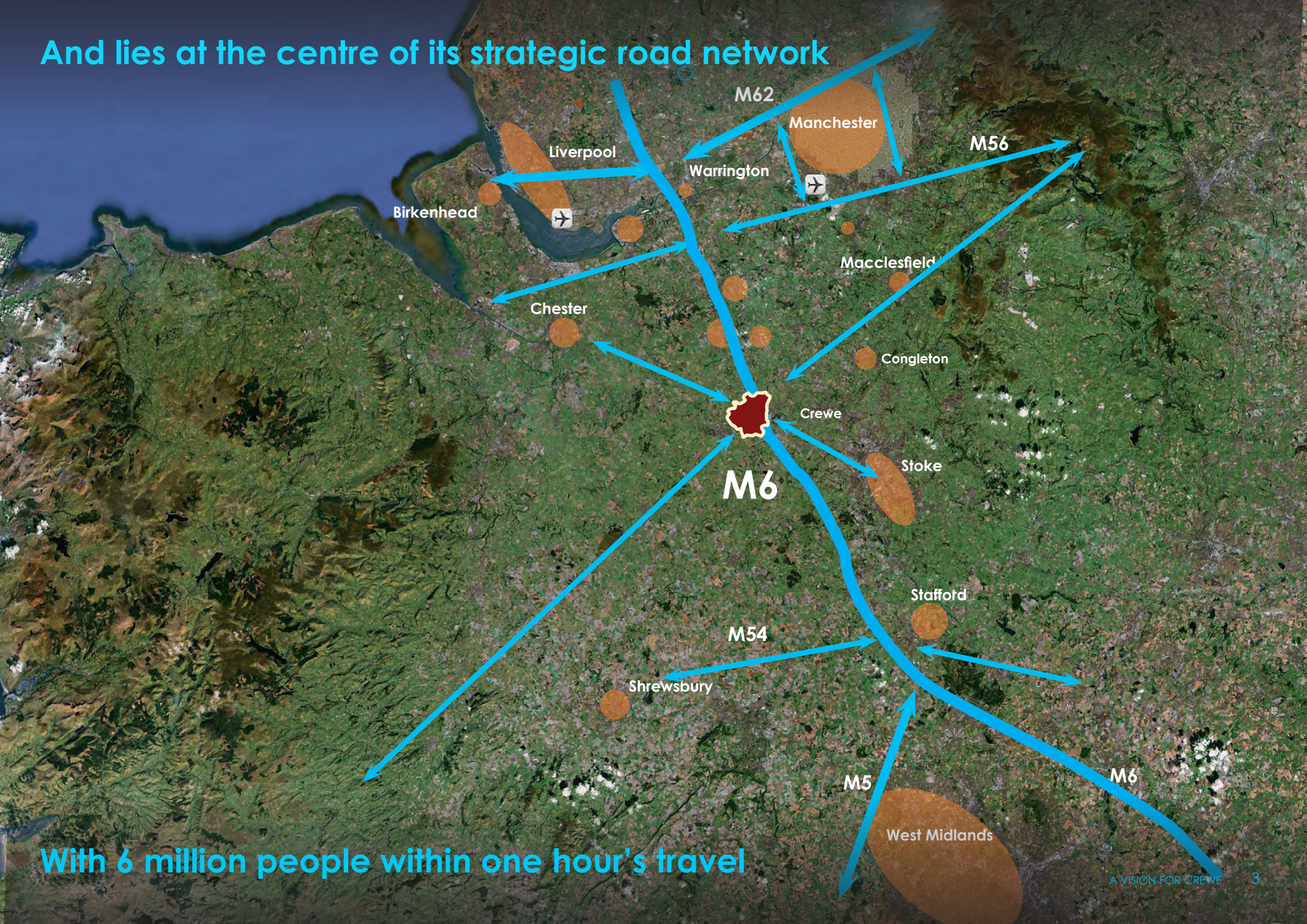
Accessible from junctions 16 & 17

DIRECT TO:

Manchester Airport
Liverpool John Lennon Airport
East Midlands Airport
Birmingham Airport



And lies at the centre of its strategic road network



With 6 million people within one hour's travel

There is substantial regional ambition, and opportunity, for growth

The Atlantic Gateway

Liverpool City Region LEP:

- + **60,000** jobs in the next decade
- **above average** GVA growth

Daresbury Enterprise Zone Science & Innovation Campus

- + **6,000** new jobs by 2032
- **1 million sq ft** of science and innovation space

Greater Manchester LEP:

- + **100,000** jobs in the next decade

Manchester Airport Enterprise Zone

Crewe

Cheshire and Warrington LEP: by 2030

- + **20,000** jobs in the next decade
- + **7,000** new homes
- GVA to grow by **£10bn** to £30bn per annum
- population to grow by **100,000**

Stoke: North Staffordshire LEP:

Over 3 identified deliverable sites alone:

- **150 ha** opportunity areas
- **+13,500** jobs

As HS2 shrinks the UK's economic geography only Crewe can deliver connectivity, ambition and opportunity

Liverpool City Region LEP:

- + 60,000 jobs in the next decade
- above average GVA growth

Daresbury Enterprise Zone Science & Innovation Campus

- + 6,000 new jobs by 2032
- 1 million sq ft of science and innovation space

Greater Manchester LEP:

- + 100,000 jobs in the next decade

Manchester Airport Enterprise Zone



2032

Crewe

6 million people within 1 hours travel

Cheshire and Warrington LEP: by 2030

LEP: by 2030

- + 20,000 jobs in the next decade
- + 7,000 new homes
- GVA to grow by £10bn to £30bn per annum
- population to grow by 100,000

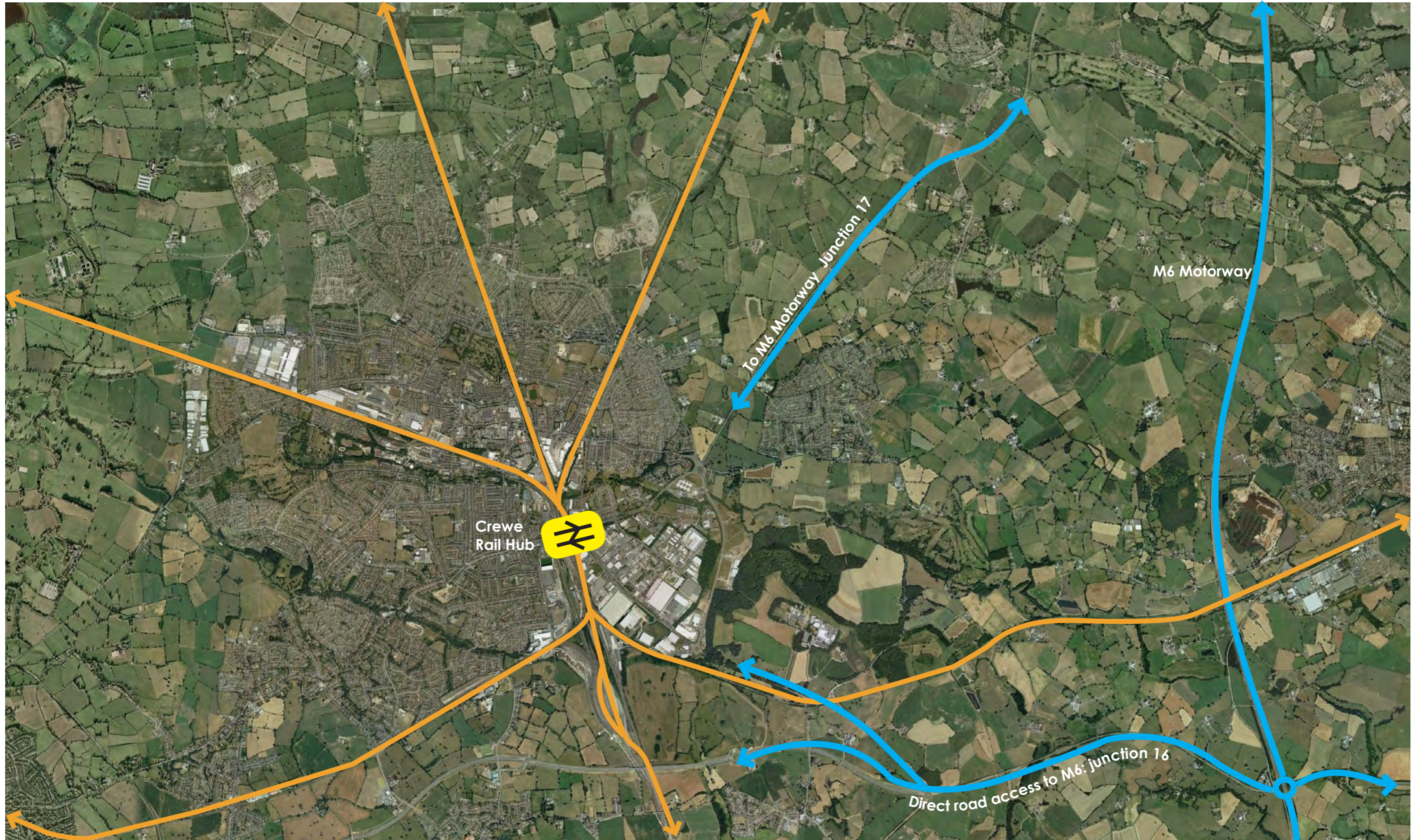
The HS2 hub station could generate: **20,000** new jobs and **5,000** new homes in central Crewe alone

Stoke: North Staffordshire LEP:

- Over 3 identified deliverable sites alone
- 150 ha opportunity areas
- +13,500 jobs

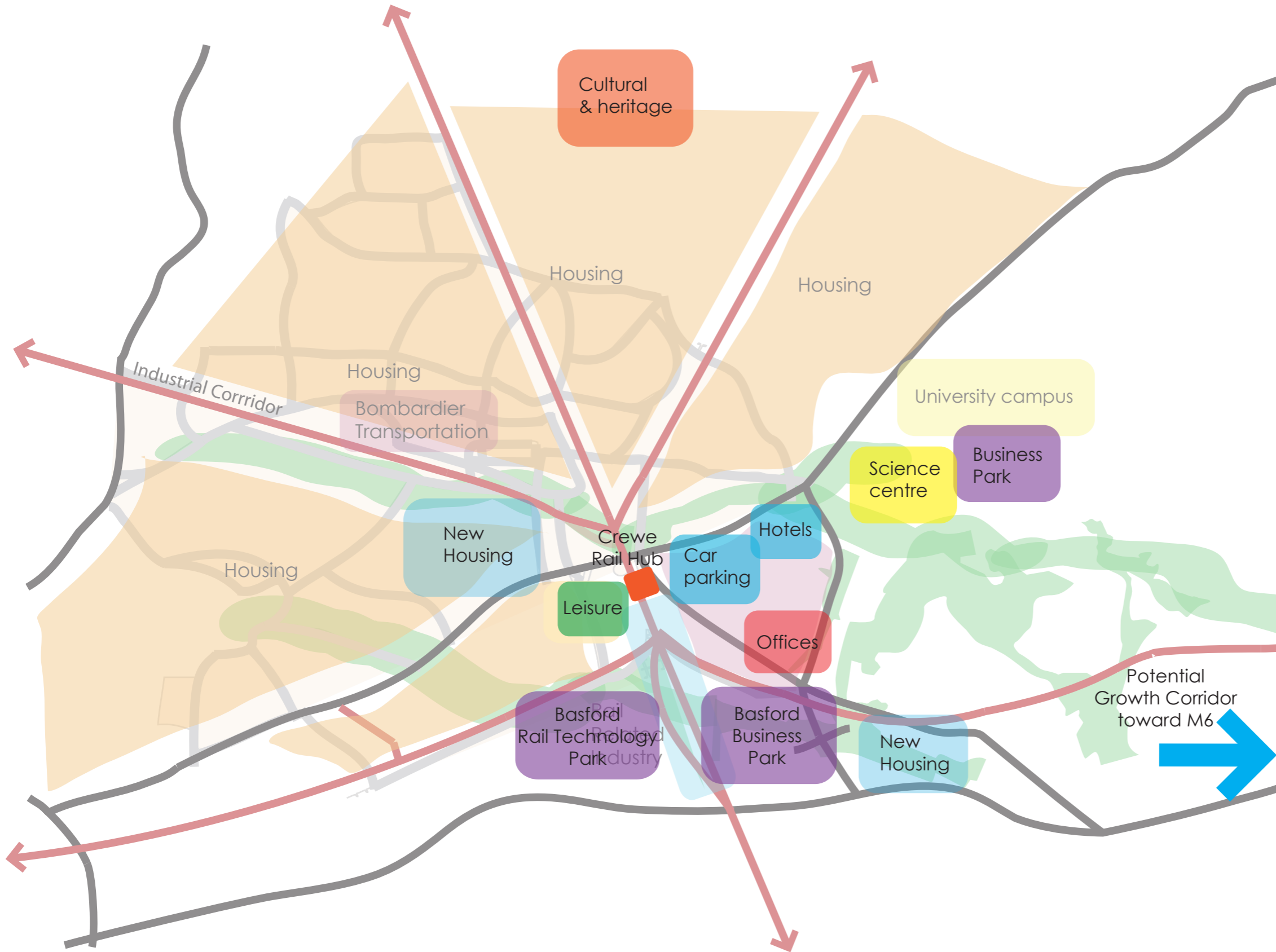
Crewe: The West Midlands' and the North West's transport super hub and new economic heart

From rail town to high speed rail city: the vision for Crewe



Crewe: a town of 80,000 people and 5,000 businesses

With the opportunity at its centre for regeneration and change

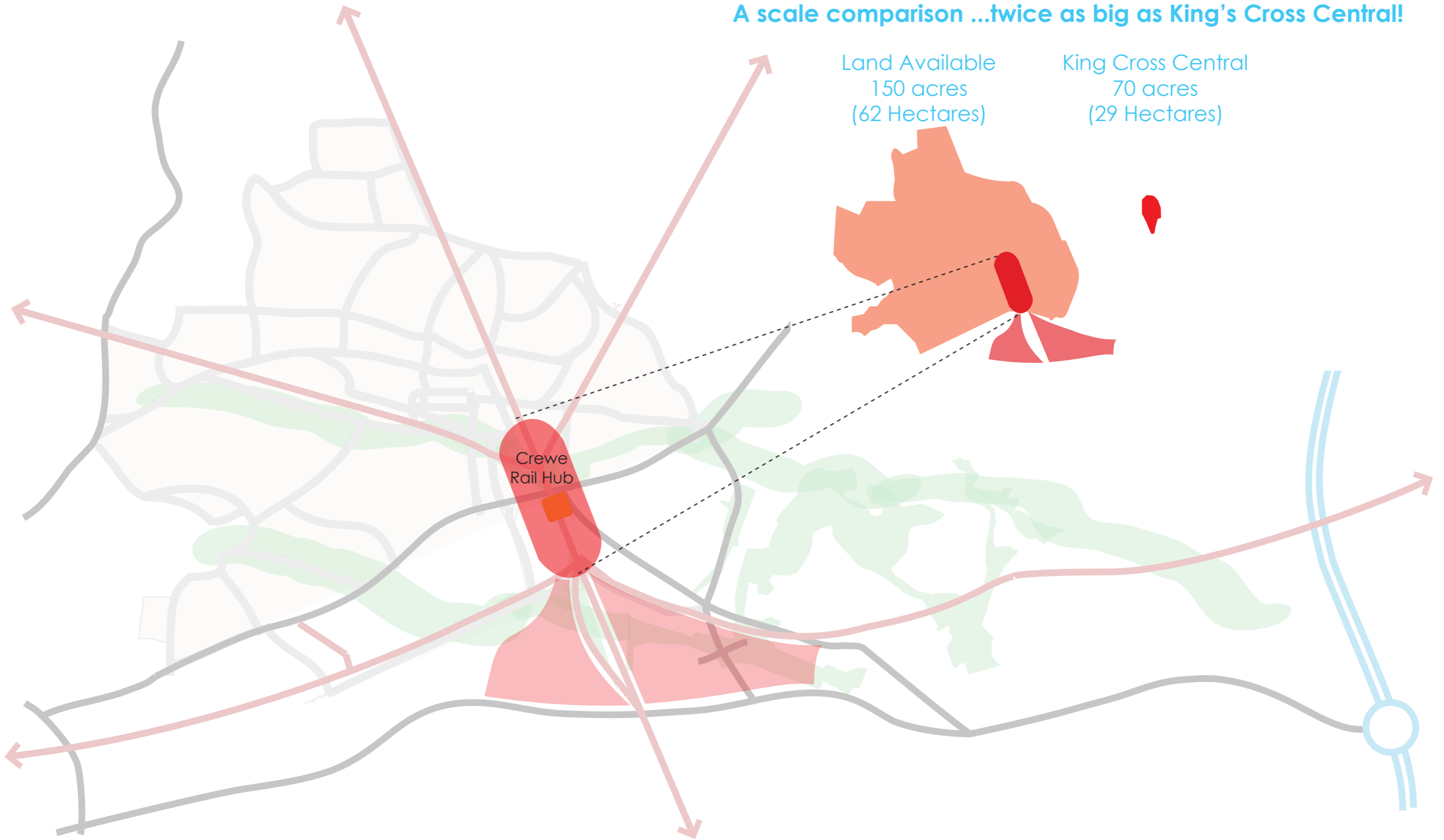


Crewe has both the ambition and land available for growth

A scale comparison ...twice as big as King's Cross Central!

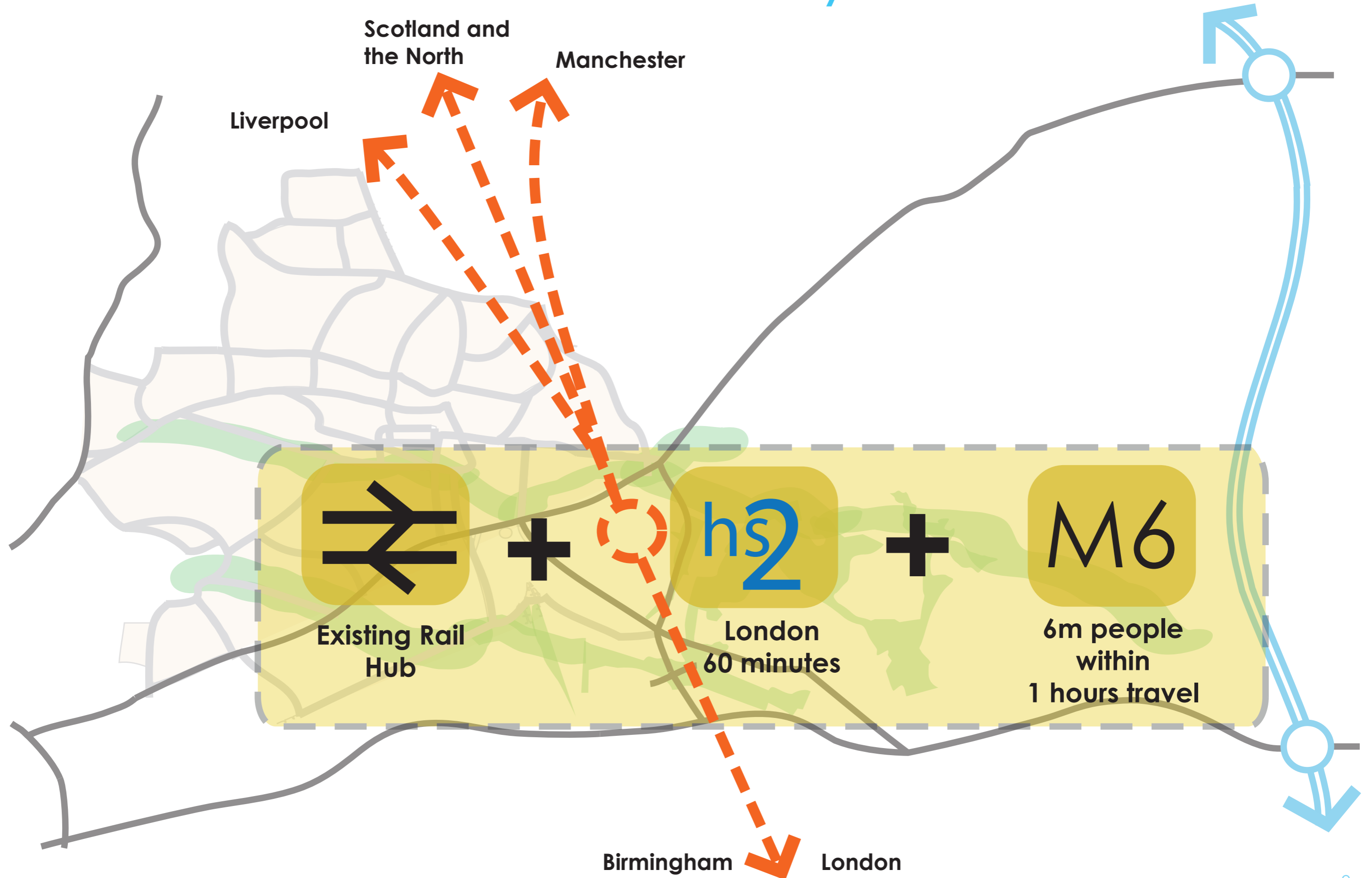
Land Available
150 acres
(62 Hectares)

King Cross Central
70 acres
(29 Hectares)



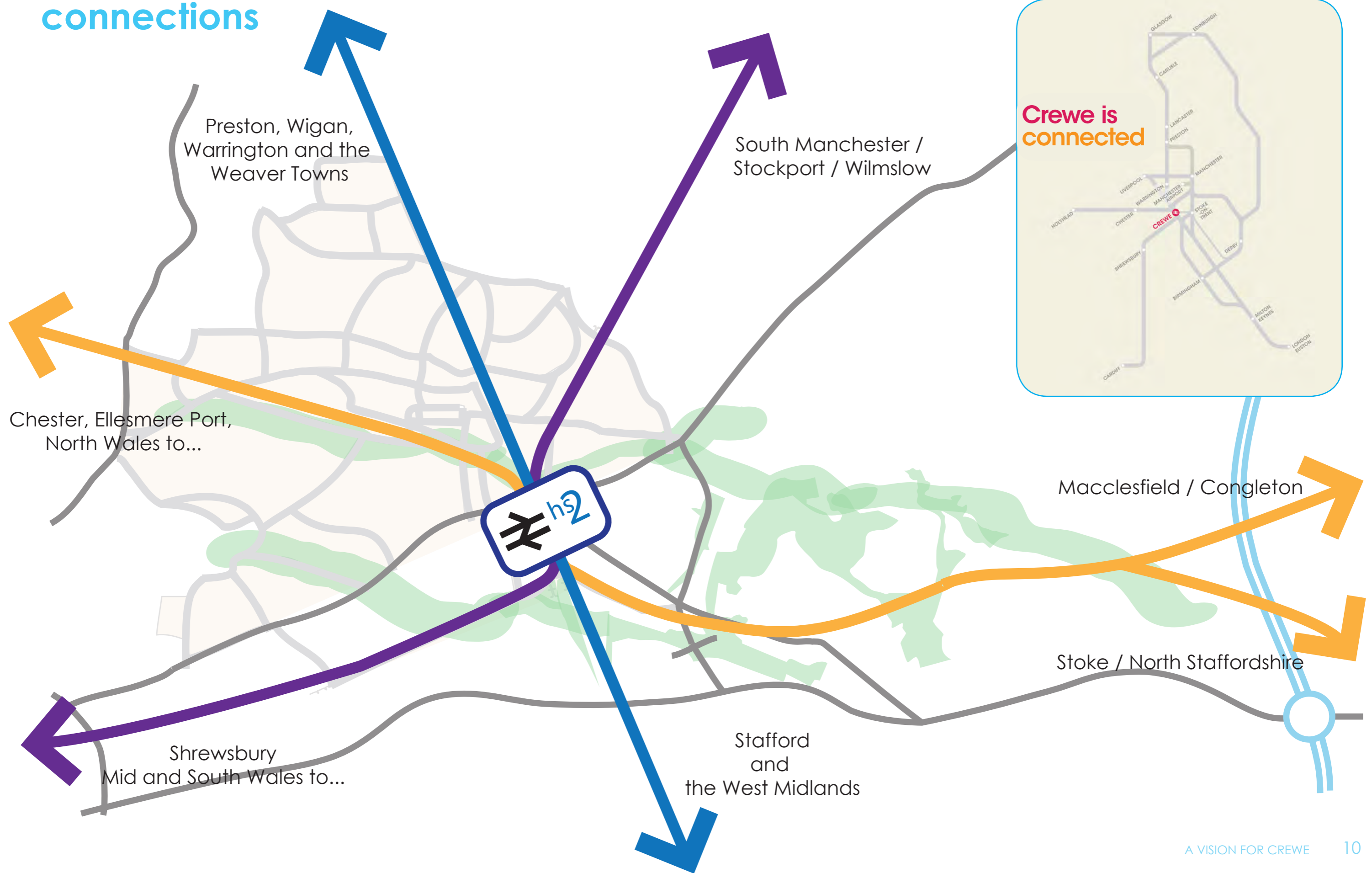
There are over 150 acres of land available around the existing rail hub

As the economic geography of the UK shrinks, HS2 will transform Crewe into the future *hub* of the north west connectivity...and its economic *heart*

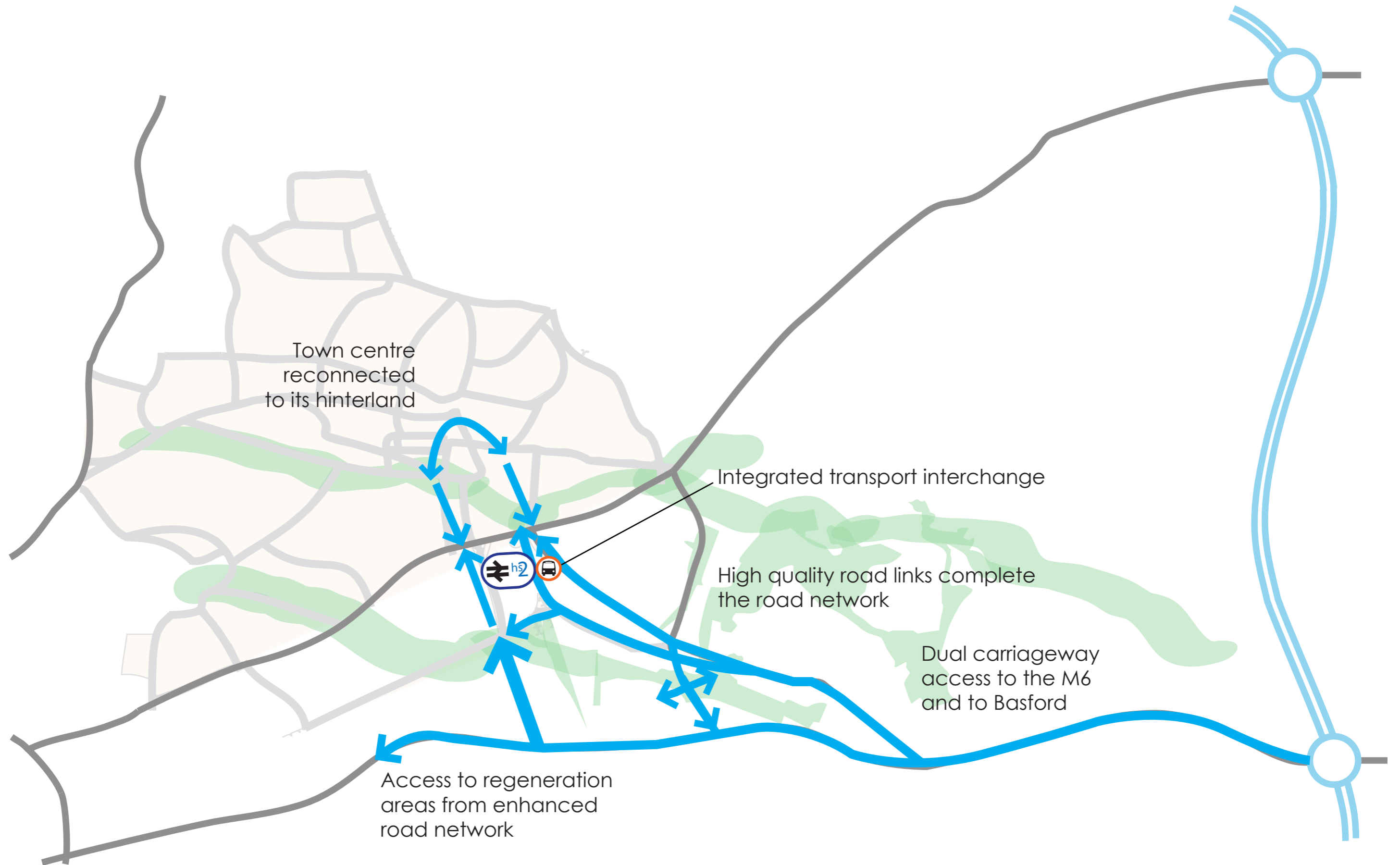


The components of the vision:

1. A new rail exchange underway with new cross country express connections

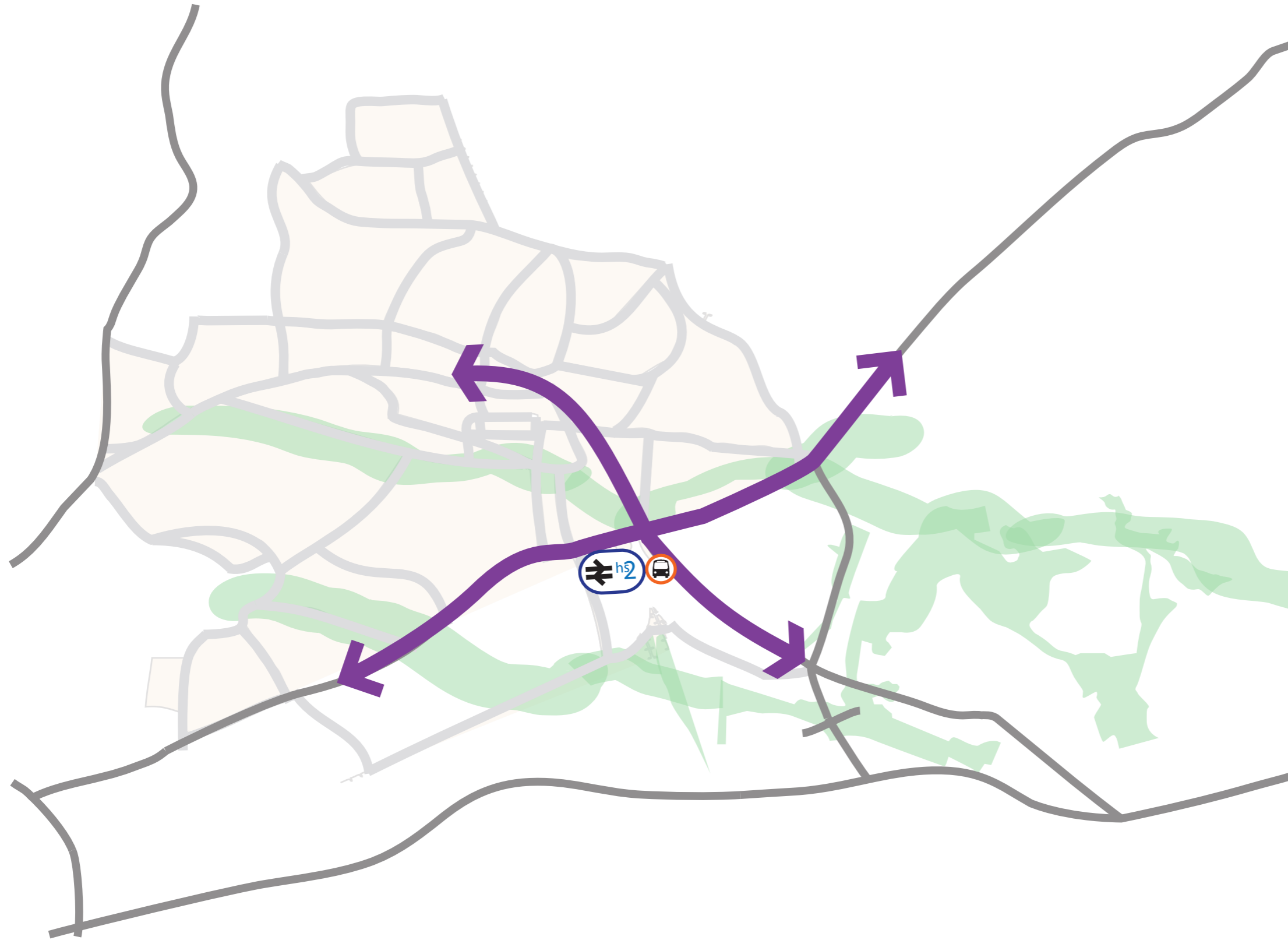


The components of the vision: 2. Planned road investment supports change

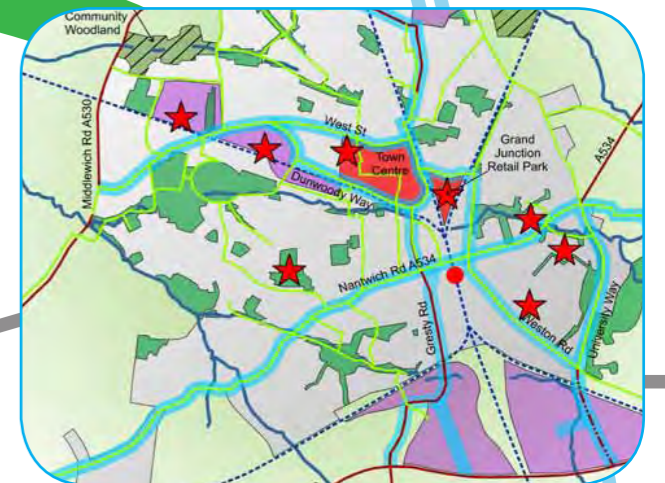
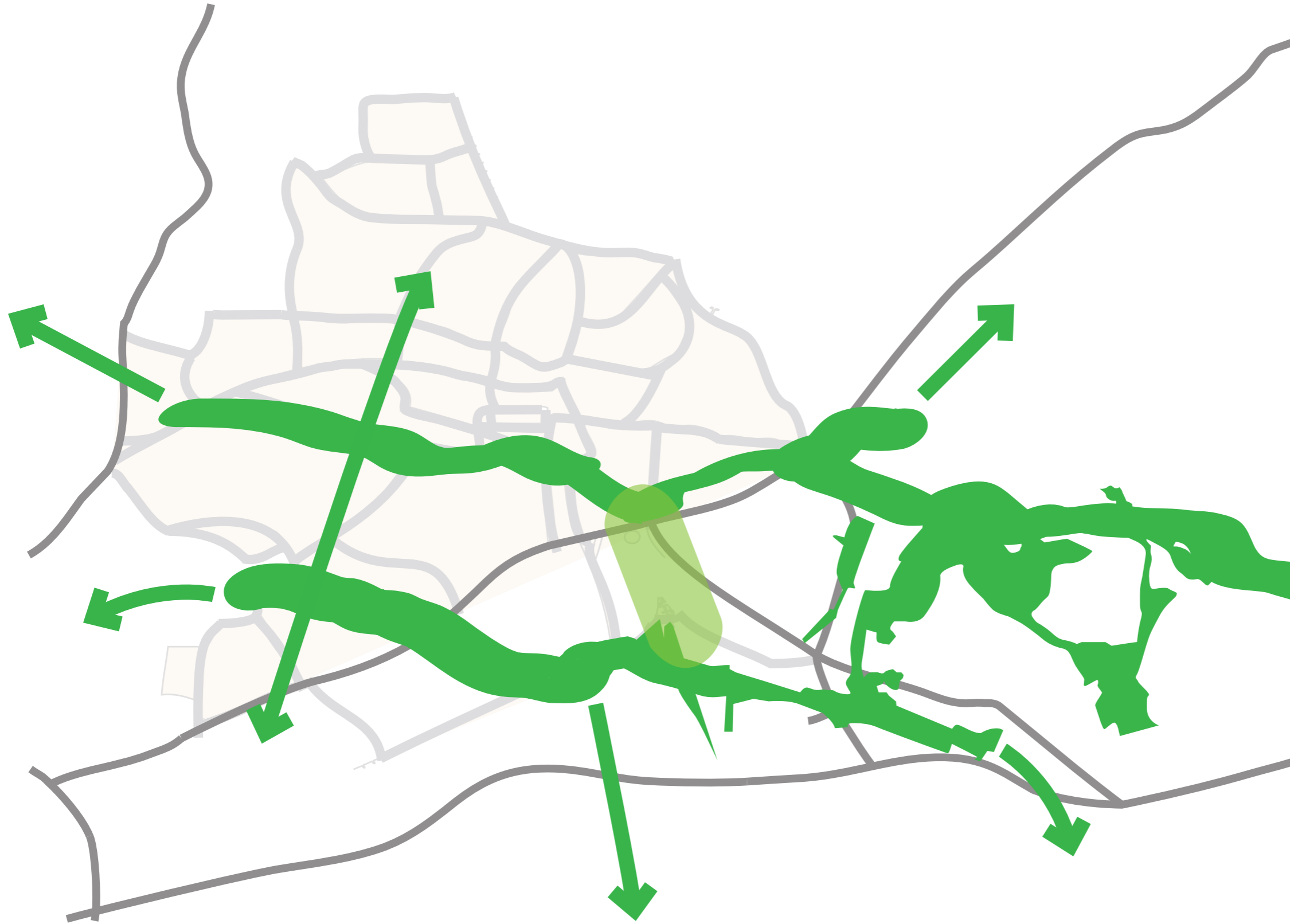


The components of the vision:

3. HS2 will stimulate investment in innovative sustainable rapid transit, driving growth in outlying areas



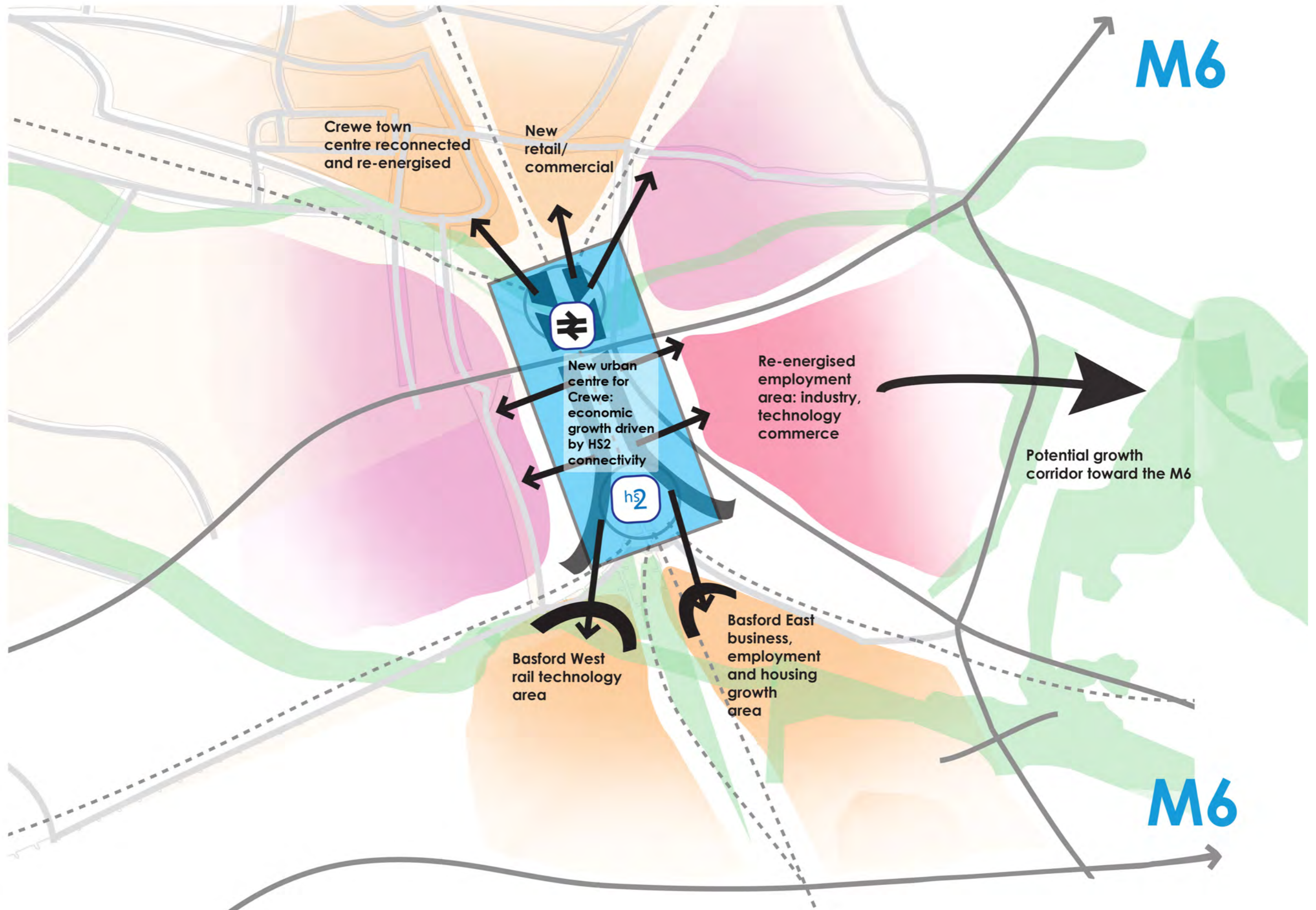
The components of the vision: 4. A 'green grid' landscape infrastructure transforming Crewe into a sustainable city promoting walking and cycling in a live/work environment



The heart of the vision: the substantial land available around the train station - the Crewe HS2 hub



Realising the opportunity



Crewe: high speed rail city

Our vision for Crewe:

High speed rail city could generate:



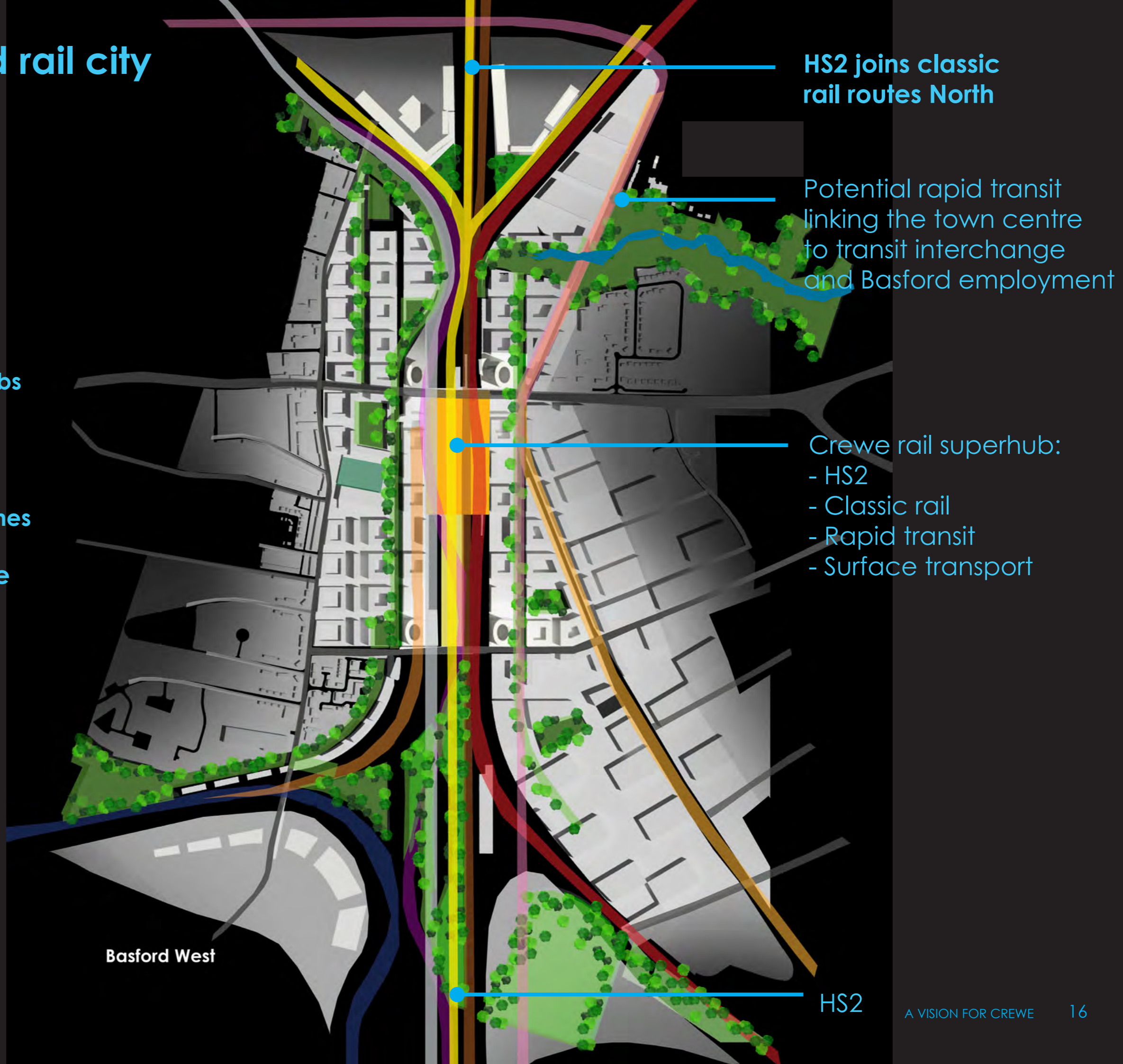
20,000 new jobs

and



5,000 new homes

in the centre of Crewe alone



HS2 joins classic rail routes North

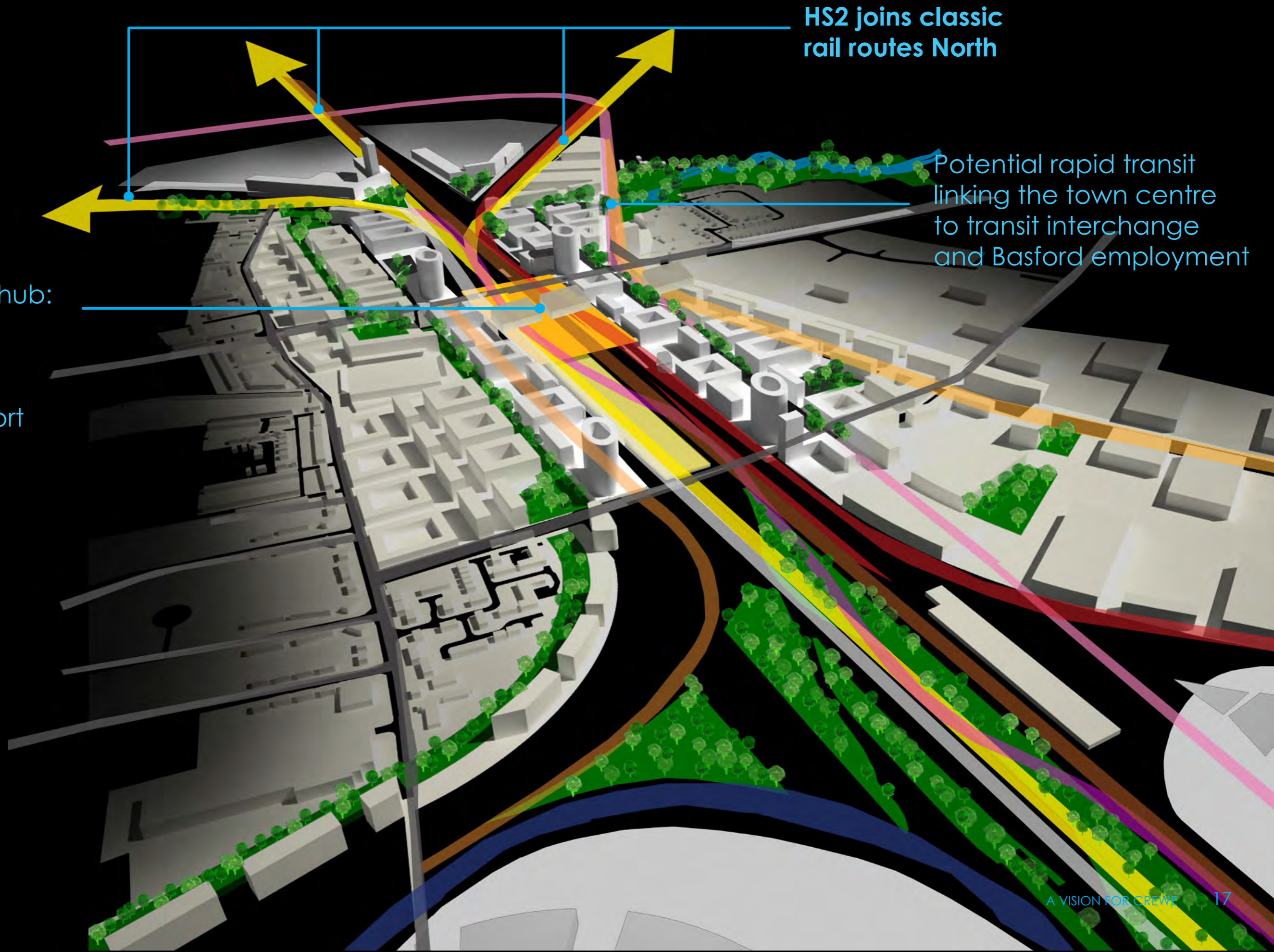
Potential rapid transit linking the town centre to transit interchange and Basford employment

Crewe rail superhub:
- HS2
- Classic rail
- Rapid transit
- Surface transport

Basford West

HS2

Crewe: high speed rail city



HS2 joins classic rail routes North

Potential rapid transit linking the town centre to transit interchange and Basford employment

Crewe rail superhub:

- HS2
- Classic rail
- Rapid transit
- Surface transport

Crewe: high speed rail city - the transport super hub



High Speed 2: Crewe Rail Hub

Road Transport Interchange