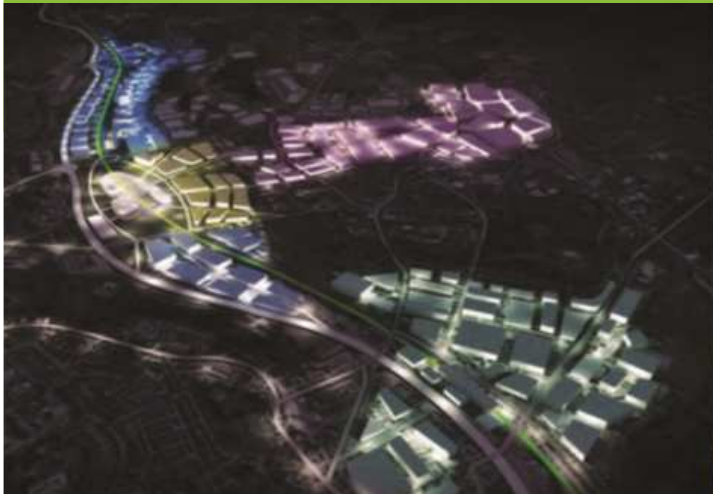




# Mandate for change

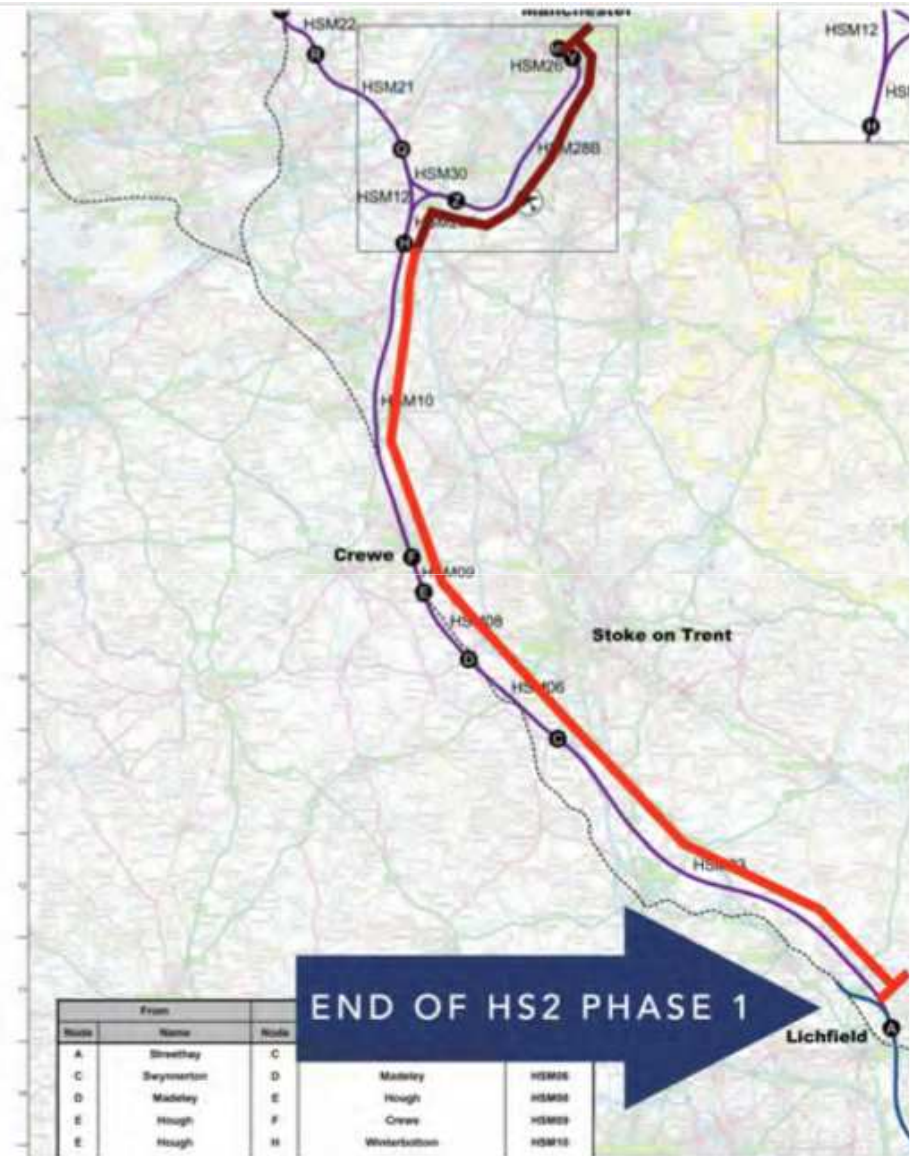
## Stoke-on-Trent City Council response to HS2 Phase 2 Consultation



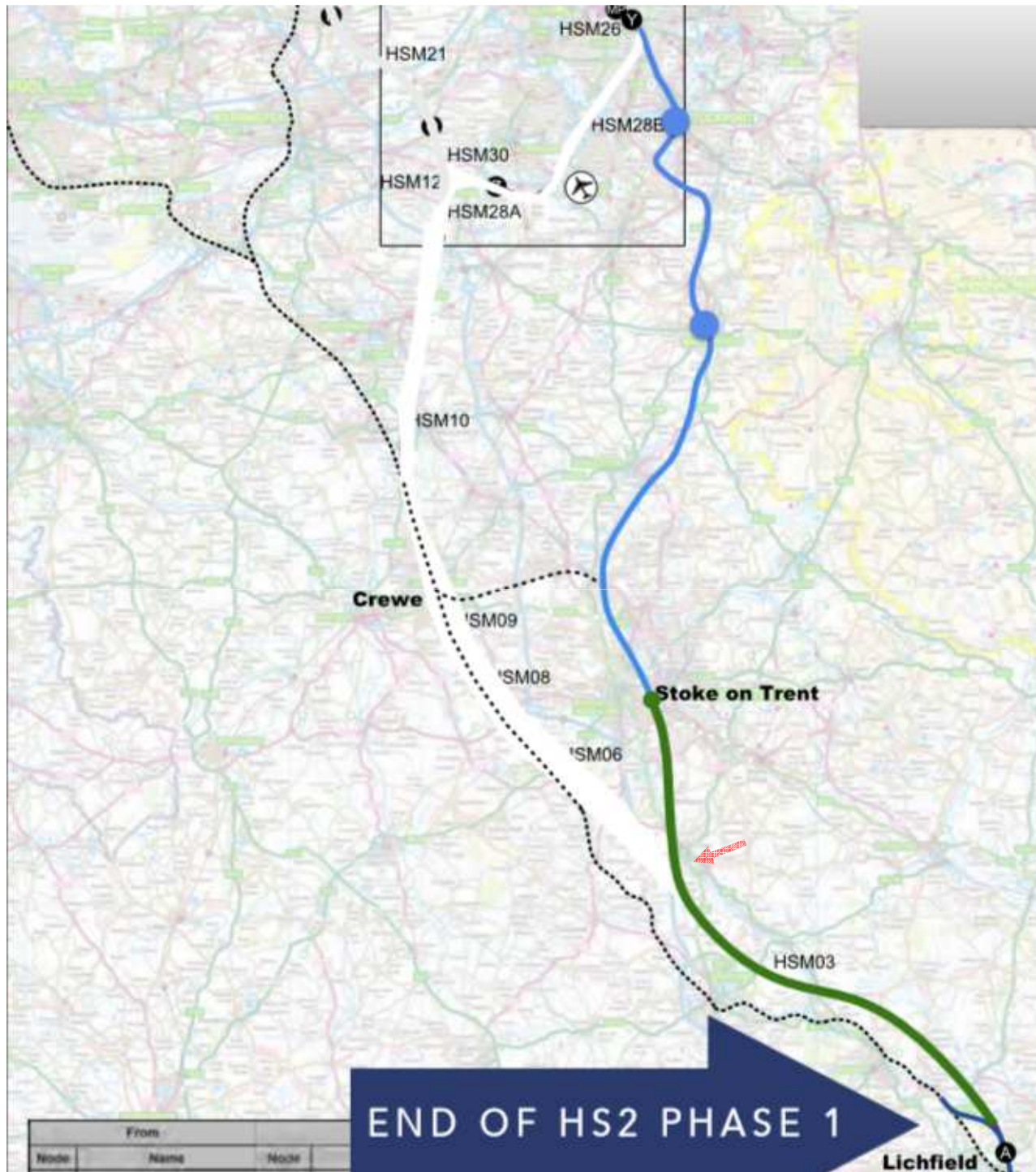
# HS2 Phase 2 to Manchester Consultation Route

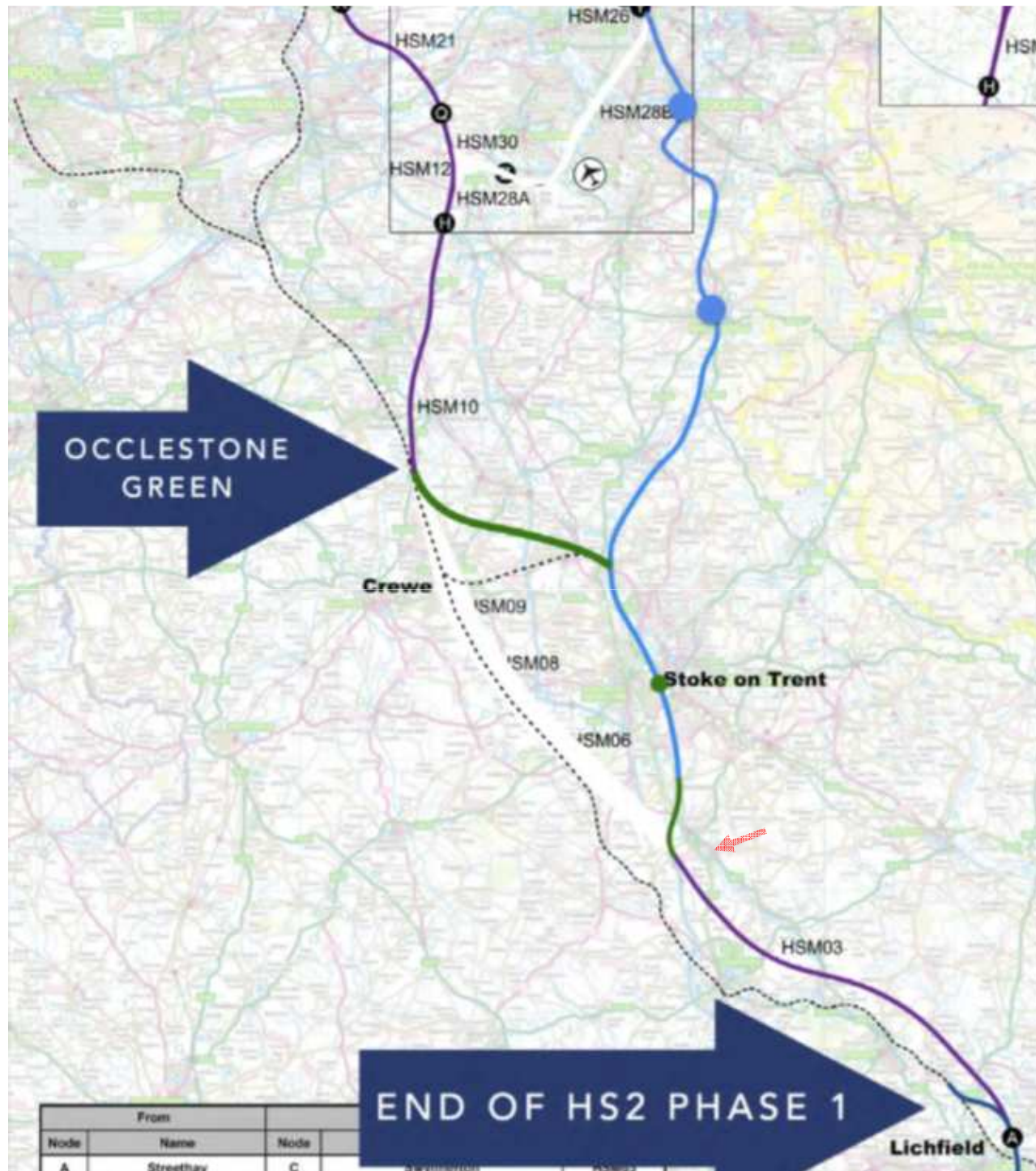
Completion target **2032 / 33.**

- 87.52 km new-build HSL from Lichfield (end of Phase 1) to triangular junction NW of Knutsford.
  - Includes 3.5 km tunnel under Crewe.
  - Plus 3.4 km junction lines South of Crewe.
- 28.28 km branch line into Manchester, 11.8 km of which is in tunnel, design speed only 230 km/h.
- Estimated capex: ~ £8.4 bn
- Trip time (non-stop): ~ 26.1 mins
- Trip time (1 stop): ~ 31.1 mins

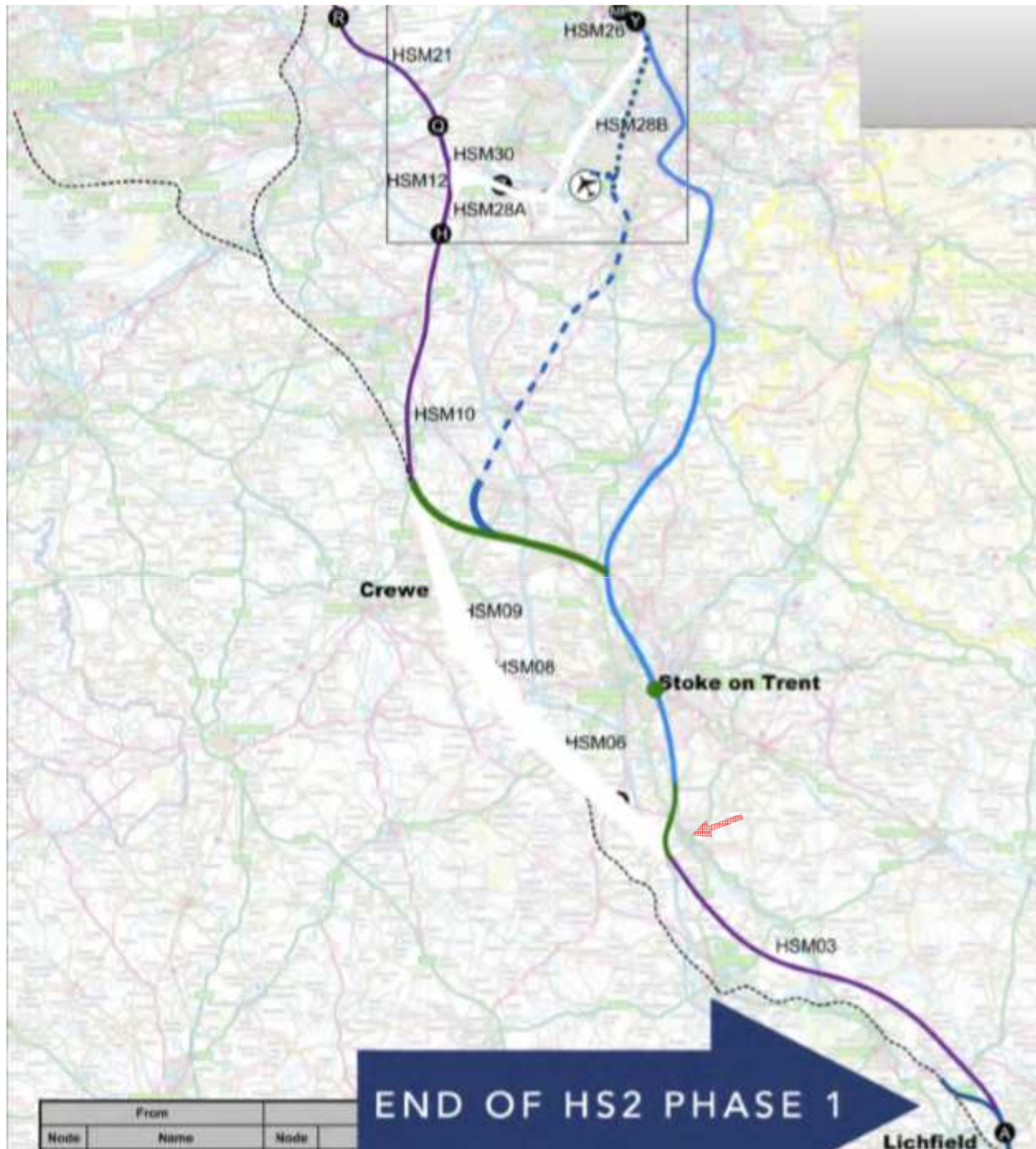








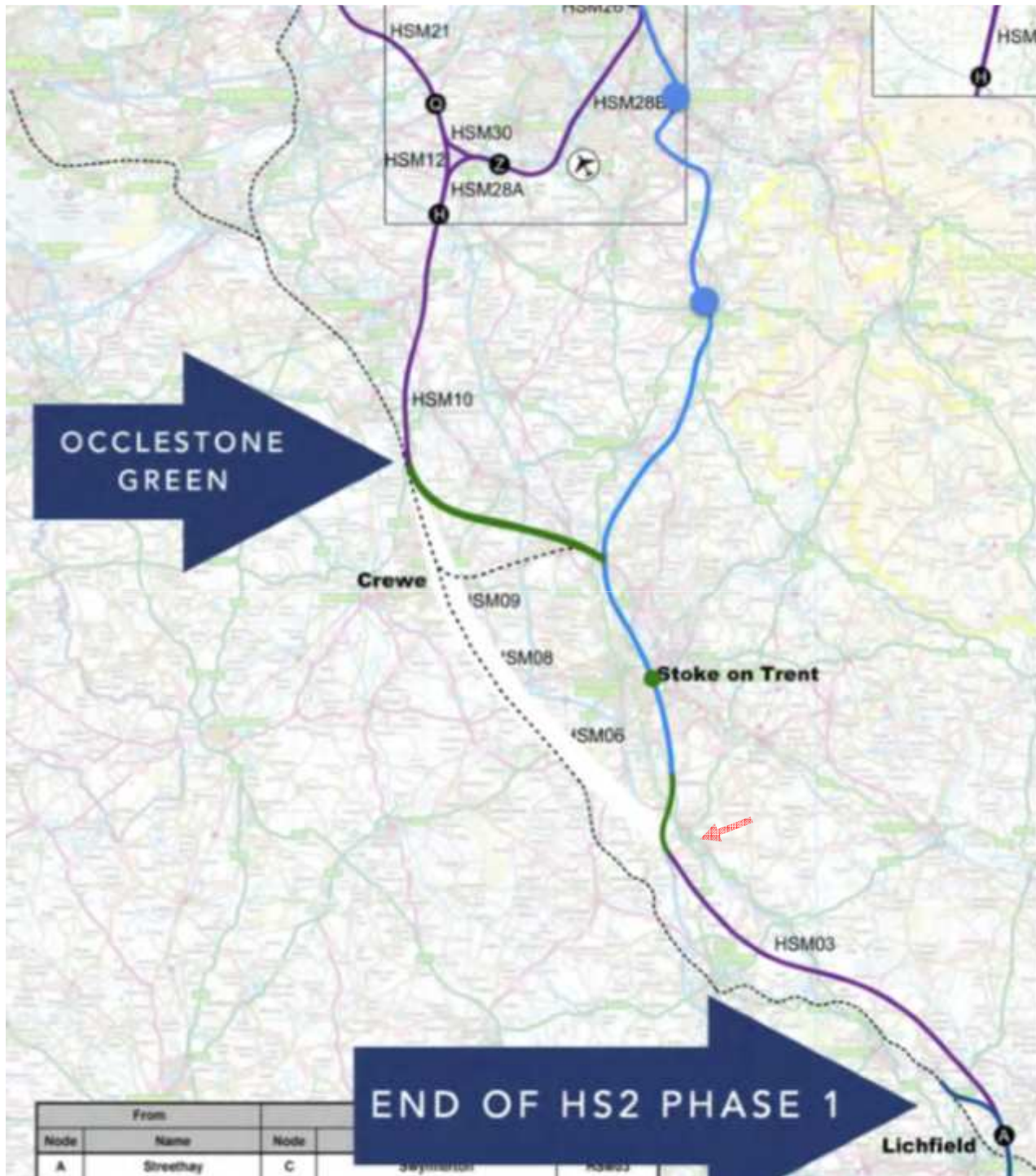




From		To	
Node	Name	Node	Name

**END OF HS2 PHASE 1**

**Lichfield**







It is important to note that **this route is a benefit for Stone**, as set out in the following paragraphs.

In 2026, under HS2's 'interim' service plans, when Phase 1 is completed, Classic Compatible high speed trains to Manchester would travel through the heart of Stone, on unimproved existing railway, and proceed to their destination *without stopping* in Stoke-on-Trent.

Some of these trains may take the Norton Bridge to Stone route (SE to NW on the map). This line is highly curved where it joins the Colwich line at Stone station. Wheel flanges on this section are likely to produce considerable noise. By contrast, the new build line will be engineered to the far gentler curve parameters permissible for a section of line to be traversed by high speed trains travelling at 230 km/h (at the north end) and accelerating to HS2's operating speed of 330 km/h as they pass south along it. (By the same token, northbound trains will be decelerating as they traverse the connector line.)

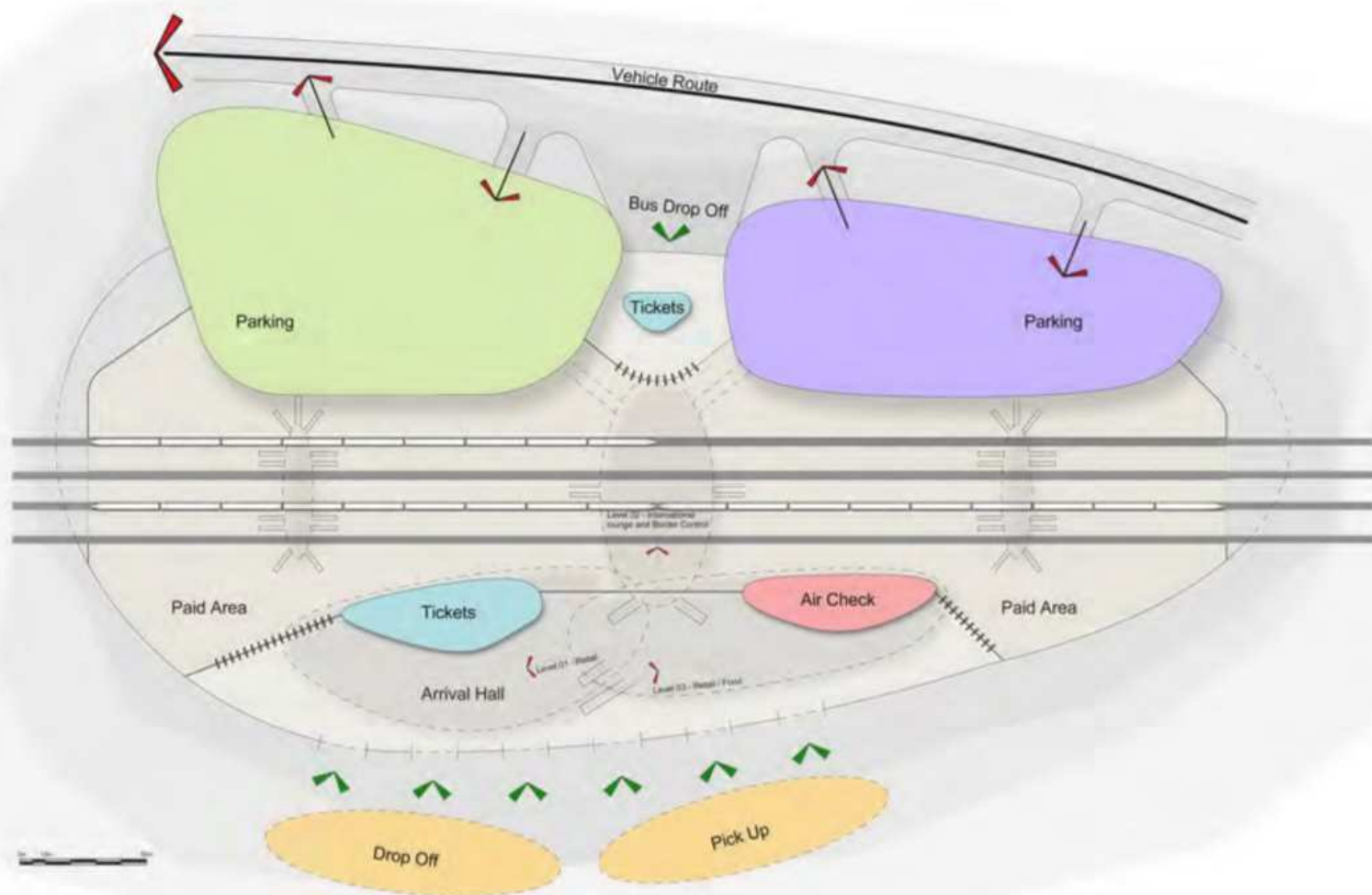
Under the Stoke Route proposals, trains will *bypass* Stone to the west and north. The new connector link will be built to the environmental standards of the 21st Century, not the 19th, as is the case with the existing line. Both the connector and the upgrade line to the north of Stone will be *quieter* than the existing railway.

It is worth emphasising that Stone residents will be able to access Stoke HSR station in a matter of minutes, either by train or car, and then enjoy a 55 minute journey to London, and around 25 to Manchester and Birmingham.

**With commuting times slashed to Buckinghamshire / Bedfordshire / Oxfordshire durations, Stone residents are certain to see a substantial *increase* in property values.**

The same benefits apply to residents of Barlaston and Wedgwood too: further clear examples of how the Stoke HSR station benefits the wider area *around* Stoke-on-Trent, not just the city itself.





# Goodwin PLC

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23rd January 2014

Mr. John van de Laarschot  
The Chief Executive  
City of Stoke on Trent  
Civic Centre  
Glebe Street  
Stoke-on-Trent  
ST4 1RN

Dear Mr. van de Laarschot

We write in total support of Stoke on Trent's proposal to have a High Speed Rail Integrated Hub railway station in Stoke-on-Trent that increases the efficiency of current road and rail transport and off loads current capacity issues.

We support the need to service the larger population of this area and its business and commerce over and above that of Crewe.

We support the need to reduce project costs and time scales which we are told will materialise by adopting the Stoke-on-Trent plan and proposal.

We consider transport efficiency essential to our future business in Stoke on Trent. Our group employs in excess of 1,000 people and has a turnover of £126 million, of which approximately 80 % is exported. We consider that without good transport we and our subcontractors in Stoke-on-Trent will be disadvantaged.

We believe the Government has a duty to consider the Social Value in its public sector procurement and to consider its Social Return on Investment. In our opinion, the current plan leaving Staffordshire and, more particularly, the area of Stoke on Trent out of this equation requires serious re-evaluation.

Yours sincerely



J. W. GOODWIN  
Chairman





# Rob Flello MP

*standing up for Stoke*



23 January 2014

To whom it may concern

## **Stoke-on-Trent City Council's alternative proposals for the High Speed 2 route**

I wish to place on record my full support for the alternative proposals for the High Speed 2 (HS2) route submitted by Stoke-on-Trent City Council.

The proposed route for HS2 as it stands would be a disaster for Stoke-on-Trent. If this route was ultimately agreed upon then it would seem inevitable that there will be a negative impact on the City and, indeed, a report by KPMG suggests that the Stoke-on-Trent and Staffordshire North area would lose out to the tune of a decrease of 0.9% of GDP per annum. There would be a reduction in existing train services, the environment around Stoke-on-Trent would be damaged by the proposed new line, and it would be extremely difficult to attract businesses to the area when other nearby cities such as Manchester, Sheffield and Nottingham are either on the HS2 line or have their connectivity to London greatly improved. According to the KPMG report, Stoke-on-Trent would be the only city in the West Midlands to suffer a negative impact from HS2 and after the economic shocks suffered by the city in the last few decades this is a further blow that the city simply cannot take.

On the contrary, the proposals put forward by the City Council make a great deal of sense. A hub station in Stoke-on-Trent and a HS2 route which follows the current West Coast Mainline would provide enormous benefit, not least in terms of cutting many billions of pounds from the already inflated HS2 budget. The impact on the environment from there no longer being a requirement to take the line through the countryside to the west of Stoke-on-Trent to Manchester will be greatly reduced, as will the impact on residential property.





Making Stoke-on-Trent  
a great working city

**Mandate  
for change**

## In summary

- **£5bn cheaper**
- **7 years sooner**

### **High Speed Rail for Stoke-on-Trent will deliver the following benefits to the city and the region:**

- A massive stimulus to the North Staffs economy creating thousands of new jobs
- Put the city's hub station within just 55 minutes of London
- Put the region's businesses directly online to European markets
- Less environmental impacts – slashing the length of the proposed new high speed line through Staffordshire/Cheshire countryside
- Deliver the London - Manchester link 7 years early (by 2026)
- Deliver journey times to Manchester and Liverpool around 25 minutes faster than the published HS2 plan
- Free up capacity on the west coast mainline to allow better services to Stafford (including classic compatible HS2) and other regional destinations
- Cost the tax payer £billions less than other options





Making Stoke-on-Trent  
a great working city

**Mandate  
for change**

## In summary

- **£5bn cheaper**
- **7 years sooner**
- Supports earlier completion of Manchester Piccadilly
- Still allows HS2 connections to north and Manchester Airport in line with published proposals
- Net economic, environmental, social and health benefits to UK compared to published proposals
- Prevents the devastating impact of published proposals on N Staffs economy
- **Removes blight from land from north of Stone onwards**
- **Removes HS2 trains from line through Stone in proposed 'interim' phase**
- **Reduces net noise impacts in Stone Town**