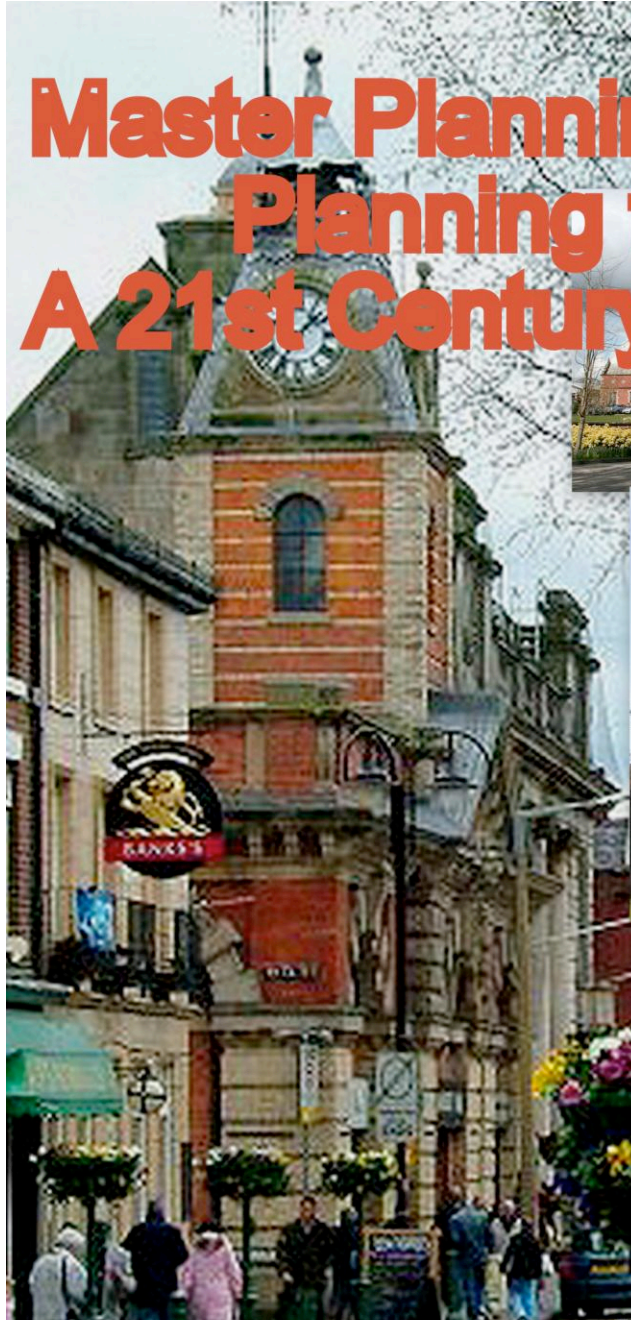


# Master Planning for Crewe, Planning for Real. A 21st Century Prospectus.



**C.R.E.A.M.  
CREWE, RAILWAYS, ENVIRONMENT  
AND MANUFACTURE**



**C.R.E.A.M.**

**CREWE, RAILWAYS, ENVIRONMENT AND MANUFACTURE**

# Master Planning for Crewe

## Planning for Real

### A 21<sup>st</sup> Century Prospectus!

#### **Contents**

Introduction/Executive Summary	Page 1
Connecting Crewe; The Proposed HS2 Line	Page 2
Crewe Station; Crewe Station Now and It's Enhancement	Page 5
Crewe Station; Enhancement Plans	Page 6
Traffic and Transport within Crewe	Page 7
Destination Crewe and the Wider Visitor Economy	Page 11
Glossary/Affiliates and Acknowledgements	Page 13
Appendix A; The Previous Proposed Gateway Scheme	
Appendix B; RMT Response To The Consultation	
Appendix C; Aerial Photo of Current Crewe Station Showing Bus Turning Circle	
Appendix D; A51 Road Closure Example	

---

For further information about C.R.E.A.M. or this document please contact Simon Latham (Secretary CREAM) 07798 608498, email at [cream.org@googlemail.com](mailto:cream.org@googlemail.com) or visit our website at [www.cream-org.blogspot.com](http://www.cream-org.blogspot.com)

Cover photos by kind permission of Tim Fenton or the Creative Commons Attribution Sharealike 3.0 Scheme (<http://creativecommons.org/licenses/by-sa/3.0/>)



## **Introduction/Executive Summary**

The Town of Crewe was founded on the fortunes of the Grand Junction Railway Company, evolving in the mid-nineteen century from a small hamlet into a thriving community. It became what is still reputed to be the largest railway junction in Britain with major lines converging from North, South, East and West. The railways also lead to the development of what was once the Towns largest employer. This comment above sums up what Crewe was about from its past history but this could also lead to a lesson to be learnt from its past?

Its geography, even today economically it's the railways and to a more extensive diversified industries like, Motor cars, computers, higher education, optical equipment and many more, all due to the fact that someone realised the boom of the railways would eventually bottom out that's why it is important to look to the future and nearly second guess what you need to provide, like more industrial units or large business parks to help that transition take root.

Today the railways have had a second great railway age thrust upon them with a huge leap in passenger numbers beating passenger levels from pre and post war era. Does this mean we second guess what we need to provide for future railway renaissance with the advent of High Speed Train Travel?

The following sections of this document are intended respond to those changes and build in a chance of cashing in on a boom not just for railways but the greater good of the town of Crewe but also the South Cheshire sub region as a whole.

## **Connecting Crewe; The Proposed HS2 Line**

Recently Network Rail published their outline proposals for the second High Speed line in Britain, which is generally known as HS2. The line known as HS1 has connected London to the Channel Tunnel since 2007. They say HS2 should run from London to Scotland with spurs for Birmingham, Liverpool and Manchester. Network Rail are not the only company working on a proposal, the Government has set up a company known as HS2 Ltd. to look into the idea. Therefore it is possible that the concession to build the line might not go to Network Rail.

Network Rail's documents include some very brief details of a route proposal and some interesting figures about how important Crewe is as a feeder point from Cheshire and North Wales into the existing West Coast Mainline (WCML).

HS2 Ltd. has so far concentrated on the southern section and hence produced a more detailed study for the route from London to Birmingham.

So how will HS2 affect Crewe? At the moment a lot of assumptions will have to be made but High Speed railways have been around in mainland Europe for over a quarter of a century and have taken on a common method of working so this is fairly safe to base off.

High Speed railways are generally built to link the largest cities and normally target the internal air travel market. They need to be reasonably straight to achieve the high speeds -the Network Rail proposal currently has a target of 200mph as a cruising speed. Because of this smaller towns along the route are usually bypassed and sometimes completely ignored. Examples of this are the very first line in France bypassed Macon (Crewe's long standing twin-town) and gave them a second station several miles out in the country. This means that if you actually want to be in Macon you'll need road transport to finish the journey. The TGV from Paris now only takes 95 minute but the bus ride into town adds around 25 minutes more, something which adds inconvenience and takes the shine off the TGV. In Germany the latest line to open links Frankfurt with Cologne. This actually ignores Bonn, which had been the national capital until just before the line was planned, and doesn't even serve the main station in Cologne. The fact that HS2 will bypass Crewe demolishes the argument for closing the current station and moving to Basford. This idea was based on the need to increase the line speed through Crewe for future high speed services but these will be using HS2.

High Speed lines tend to follow existing motorways, there are two big reasons for this. The route of the motorway often has the same objectives of linking the main cities in fairly straight routes whilst avoiding going through any town in particular. Also being within sight or even earshot of a motorway means the route that will attract the least opposition from local residents. Because of this we can assume that HS2 will shadow the M6 as it passes through south east Cheshire - if it were to go east of the Potteries it would meet major problems with the Pennines and a route west of Crewe would be too far off course to serve Manchester efficiently. The M6 crosses the Crewe to Stoke railway line near Radway Green, just north of Junction 16 where it connects with the A500 into the northern parts of the Potteries.



Since the Network Rail report highlights the significant value of London traffic from Crewe, West Cheshire and North Wales it can be assumed that they intend to retain it. At first glance it might seem that the obvious thing to do would be to build a Macon style out of town station at Radway Green which can be used by passengers from both Crewe and Stoke. But this has several factors which weigh against it. Firstly, the market is for travel to London so passengers from Stoke will be heading in the wrong direction and losing the benefits of reduced journey time. They could be served faster by sharing the out of town station that will be provided for Stafford. A new station at Radway Green would mean that the passengers from Chester and North Wales would have to change trains at Crewe (to an existing Stoke service) or the current Chester/ North Wales trains would have to be extended to Stoke (probably meaning the current Derby trains would be cut back there). Chester only got an hourly service to London in December 2008, North Wales got an increase in services at that time. Having to change trains would be an inconvenience and would be a step backwards for these passengers as much as for those from Crewe.

Out of town stations on High Speed Lines have not all enjoyed good patronage. Macon may be doing well, but the example of Guadalajara-Yebes, on the new line from Madrid to Zaragoza and Barcelona, may be instructive: in 2006 it managed a passenger count of just ten a day (the "other" station at Guadalajara, on Madrid's commuter network, manages several times that per train). We don't have much experience of this kind of station in the UK:

Even places like Bristol Parkway aren't real out of town stations: it serves Bradley Stoke, the UWE, a host of employment centre's, and much of the northern part of the city that finds getting to Temple Meads less attractive (Bristol's traffic problem are also rather grim).

Actually providing the station would be expensive, the standard design from Europe, as used at Macon, is shown in a document produced by HS2 Ltd and they assume that this will be used on the new line. The new platforms would be built on loop lines either side of the main running line, this allows a stopping train to be overtaken by a following service and increases capacity on the line. To provide the loops would mean high speed turnouts (points) at both ends of each loop and these are not cheap. It would also be necessary to build new platforms on the Crewe- Stoke line and a car park. All this expense would be to serve a likely one train per hour.

An alternative to an interchange at Radway Green would be to make it a junction linking the existing line from Crewe to HS2 and allowing the hourly service from Chester/ North Wales to run direct to London. Not only would this be considerably better for the passengers it would also have benefits for the operator.

Obviously there would be no cost of building the station, the platforms or the car park. Money would also be saved by not needing high speed turnouts at the northern end of the loops as these would connect at conventional speeds into the existing Crewe -Stoke line.

HS2 Ltd show outline details of train design and quote a standard length of 200 metres, with the possibility of two running coupled giving 400 metres, although that is likely to be rare. The existing through platforms at Crewe are all well over 200 metres long and platforms 6 and 12 are over 400 metres. This means that Crewe station is already capable of handling the basic trains from any route and the double length trains from all except Manchester.

Whilst HS2 Ltd have done some quite detailed route planning for the section south of Birmingham and the section for Birmingham to around Radway Green is fairly obvious there is still a lot of work to do on finding routes into Manchester and Liverpool. Furthermore the considerable obstacle of the Manchester Ship Canal needs to be addressed, presumably as a shadow to the Thelwall Viaduct on the M6. A junction at Radway Green would allow all the main target cities north of Crewe to be given a start up service some years before HS2 could reach them - which means the southern section would be earning more revenue in it's early years. Once HS2 has reached it's northern targets a junction at Radway Green would be strategically useful, even vital, in the event of a blockage of the route or a spur to Manchester or Liverpool. Using a point south of Crewe, say around Stafford, would lose some of the time savings whilst it wouldn't be possible to go much further north and still be able to serve all the destinations from one point.

On top of these considerations is a possible Irish Link. The Crewe to Holyhead route has been an EU Priority for upgrade for some years. As well as that, the Irish Government examined the viability of a tunnel from the Dublin area to Anglesey in the late 1990s and found that technically it could be done. But all of this work suffers from a problem - to be viable the trains need to go to London and the current WCML doesn't have the capacity. HS2 and a junction at Radway Green brings potential for a Dublin - London passenger service with journey times that compete with the current air service. It also frees up capacity on the WCML meaning a direct freight link from Dublin to mainland Europe could be provided.

None of this will happen soon. HS2 is unlikely to reach Radway Green before 2020 and a Irish Link would be at least 5 years later, even if the decision is made early. But the value of the junction at Radway Green to both local and national strategic interests means the rebuilt Crewe station should be designed to support these services. Any mistakes made now could be expensive to rectify in 10 years time and could prevent these valuable services being provided. It is essential that the station stays at the current site and the platform lengths are not shortened.



## **Crewe Station; Crewe Station Now and It's Enhancement**

Crewe station is a gateway to many places and needs to remain so. With connections to the North Wales Coast and Ireland along with South Wales, the station also provides regular services to and from London and all major North West cities. It is these connections that have enabled the towns, surrounding Crewe, to expand in housing, thus helping the local economy. This has also raised house prices in recent, pre recession, times at a rate well above the UK average.

With the proposed HS2 line being a long time off we need to concentrate now on both maintaining and enhancing the current facilities and services available at Crewe. One creative suggestion by Manchester Airport is to make Crewe an enhanced international gateway by providing a check in desk at Crewe thus streamlining the boarding process at Manchester Airport.

CREAM also gives its full support for the implementation of a scheme to enhance the station as outlined further in this document. Many people, even just when changing trains, would see a modern station that reflects a positive image town going somewhere. This could encourage them to visit thus gaining economic support for any regeneration of Crewe itself.

Any scheme to either enhance or further expand the station will need to take into account the following issues.

- It will need to focus on connecting the station with buses and for cycling with a large advantage to having the main bus station being relocated at the railway station.
- There will need to be creative thought put into the areas around the station with regard to shops and services.
- Any re-development, major or minor, will need to use renewable energy technologies as a standard with water harvesting and re-use. Any developments should preferably adhere to the BREEAM standard which sets the standard for best practice in sustainable design. This would reflect the fact that rail travel is itself the most environmental long distance travel option.

In short Crewe Station has to become an exemplar railway station.

Before there are any inroads made on any of the above there are first some interim measures that need to be exercised to help alleviate transport problems in and around the Nantwich Road area. The first of these revolve around the removal of the station canopy over the taxi rank thus enabling the movement in and out of bus services. The above removal of the canopy would enable a better bus service to be adopted with less bus time waste spent at the current bus station in Crewe by enabling a turning circle at the railway station for buses and hereby possibly increasing bus frequency. But for even the above to work a more concerted effort would have to be made to prevent cars parking in the current bus pull in at the station. The reasoning behind the above can be seen in the photograph in Annex C, showing that it is clearly impossible to turn around a bus at present in the railway station area.

Currently the only part of Crewe that actually has a form of urban traffic control system in place is on Nantwich Road and even the council admit that at times this system struggles to cope with the area around Crewe Station. A suggestion of the report is that this urban traffic control system needs improving upon and expanding on and cascading out to all major routes along with a sat nav interface to tell road users about peak times problems so that areas of congestion can be avoided. Signs around Nantwich currently state 'follow diversion signs and not sat nav' for the current closure of part of the A51 so sometimes it can be seen that certain types of technology don't work in certain situations. Appendix D Shows a map of the small stretch of the A51 road effected.

The NWDA agency could advertise more of the grants available to small businesses in the area as a means of advertising the benefits of Crewe Station. Only those in the know tend to have knowledge of such grants and there services don't come cheaply. With a railway station surrounded by business and academia to the East we should build on this and promote the transport links for business more fully.

You can have the most popular place in the UK but without a well planned out and good, well advertised, transport infrastructure to support it you have nothing. This transport infrastructure needs to take into account the needs of everyone now and in the future. This has to be remembered before any major works.

### **Crewe Station; Enhancement Plans**

The previous Crewe Gateway plan, had money and planning permission earmarked for 2011 on its original site, using the Royal Mail sorting office as the frontage. The plan as it stood includes:

- A landmark building giving a modern image for the station, the railway and the town and a regeneration focus for local businesses
- New station access from Weston Road for all traffic except buses
- Improved bus interchange on Nantwich Road
- Pedestrian access to the station via new concourses at Weston Road, linked to car park and drop-off point, and Nantwich Road (from the town)
- New multi-storey car park with 1100 spaces on part of the Royal Mail site, replacing current 550 space car park at Pedley Street
- Better and safer passenger and staff facilities at concourse level

Designs can be seen in the Appendix A and further details can be found at:

<http://www.cheshire.gov.uk/crewerailgateway/>

*However ...* There is no point in having a decent station if you are marooned there, so we need efficient... buses, bus facilities, bicycle bits leading to connecting with the town the universities, industry and surrounding areas.

## **Traffic and Transport within Crewe**

One of the main problems within Crewe town at present is traffic, the level of congestion hampers both business and domestic activity and the pollution caused is a serious health issue.

Traffic has reached this state for a number of reasons.

1. Crewe never had wide main road access routes to the centre because the frame work of the roads network existed before Crewe. When the railway arrived and created Crewe the centre was established away from the only real through road. This means that all routes into the centre are narrow and often semi residential.
2. Bus services have never reflected the actual needs of the town. Large, peripheral estates were built without proper bus services and when services were provided they almost always terminated at the town centre bus station. As a result, even today very few people can travel from home to work without going via the bus station. Likewise, very few housing areas have a direct bus link to the railway station. This means that as the town expanded many people were forced to use cars for everyday use as bus journey times could be 4 -5 times that by car.
3. As traffic increased various attempts were made to solve the problem. But these were mostly based on managing the existing traffic flows on the existing roads, mostly by using traffic lights at the junctions. Only two significant schemes provided new roads and these only change problems rather than solving them.
  1. Vernon Way/West St extension. This scheme created a relief road around the centre and allowed the shopping area to be pedestrianised. But it only moved the existing traffic to a new route with new bottle necks and created new obstacles to pedestrians from the east and north east sides of the centre.
  2. The new section of Earle Street. This scheme provided relief to the narrow old section between the Liverpool and Manchester railway line bridges, although significant parts of the old street were destroyed in the process. It also allowed the Grand Junction Retail Park to be built thus creating more congestion than had been cured.
4. Virtually nothing was done to provide safe and user friendly cycle routes or bus lanes, these modes of transport were always treated as a nuisance to the car traffic rather than a solution to it. This caused Arriva to withdraw one of the most important bus routes from the railway station because the journey times had become impossible to justify.

The fact that previous authorities viewed buses as a problem rather than a solution can be seen in the responses to the 2007 consultation on the Crewe Gateway station proposal. At that time

CNBC and Cheshire County made a joint representation that the east bound bus stops be moved from Nantwich Rd. (where they might cause delay to the car traffic) into the new station entrance in Weston Rd. This would have meant buses from Crewe via Haslington having to pass through 6 extra sets of traffic lights and would have added maybe 10 minutes to journey times. That would have made the journey time from Crewe town centre to Haslington about 3 times what it would take by car and would have forced many of those existing passengers off the buses.

Even where cycle lanes have been provided they are relatively short and disjointed and tend to follow motor traffic routes. Where a conflict with motor traffic occurs the official solution has usually been to make the cyclist dismount and wait for the lights to change at a crossing. Money was allocated to cycle projects but cannot be accounted for in the finished schemes. Huge sums were supposed to have gone into the A534 Cycle Corridor from Wistaston to Crewe Green but what is there to show for it? Just some painted road markings, a few signs and a couple of alterations to kerbs. Money was allocated in the 2004 budget to convert the verges of Macon Way into cycle lanes but nothing happened until 2007 when one side of the road was done. That took a year to be usable and even now the statutory signs have not been provided so technically the cyclists are riding on the footpath.

We now have a vicious circle. Many people are genuinely dependent on cars because the housing areas are so far from work or the supermarkets and there is no usable bus service. But the bus operators can't provide a service that would attract mass usage because of the congestion. Whilst cycling is often a faster option in day time traffic it is far from safe due to the lack of proper cycle routes.

Crewe needs a traffic and transport policy based on the regular travel patterns of the people of Crewe rather than some generic policy drawn up by local government staff based in Chester, Ellesmere Port or Macclesfield.

CREAM proposes that the following principles be adopted for Crewe;

1. All major housing areas need regular and preferably direct bus services linking them to the major employment sites and railway station, as well as the town centre.

OBJECTIVE - make public transport viable for residents and reduce the need for private cars.

2. The above can't happen if the Council doesn't provide the commercial operators with a traffic system that allows them to use their buses efficiently, so the Council will have to make the first step.

Traffic management policies should view efficient bus services as an asset to the town not a hindrance to the flow of private cars. More imagination should be given to providing bus lanes. Expensive traffic lights, which cause delay and pollution at quiet times, should be a last resort not routine solution. Where traffic lights are needed they should be regularly audited to check whether they are working correctly - for example. those at the

junction of Wistaston Rd. and Flag Lane have not be phased properly for over 20 years Modern LED Zebra crossings should be used instead of Pelican in order to stop bunching of traffic which causes more problems further along. Automated crossings often cause pedestrians to wait in the rain when there is no traffic and then hold traffic at red lights long after the pedestrians have crossed.

The current Local Development Plan assumes that the Basford East link road will be built soon. This will provide the missing link in the Crewe bypass and will allow current A534 through traffic to be diverted from Nantwich Rd. Because of this no consideration should be given to A534 through traffic in any future planning for traffic management, especially regarding the area around the railway station. The ability of residents to travel to/ from work or the railway station is more important to Crewe than the ability of someone travelling from Wrexham to Macclesfield to take a short cut down Nantwich Rd.

OBJECTIVE - make public transport more commercially viable for the operators and encourage them to expand services.

3. The Council should not provide facilities that encourage bus operators to waste resources, such as free standing areas at bus stations - if they can't park they'll have to keep running. Subsidised services should be designed to build up usage and not just provide a minimum service for those who have no choice.

OBJECTIVE - make operators put more thought into planning and give better value from subsidised services.

4. Link from housing areas to employment areas and the railway station should also be provided as safe cycle corridors. Crewe weather will always deter many people from using cycles but with a little thought it is possible to encourage more by providing much better cycle facilities.

A network of core safe cycle routes should be organised. A large part of this is already available for little investment other than in time and thought.

Segregated cycle routes should be included in the winter gritting programme.

All major junctions controlled by traffic lights should have forward boxes for cyclists to wait in so that they can get a head start before the main traffic starts.

Significantly more cycle rack capacity should be provided for shoppers in the centre of town. People are unlikely to want to use cycles when doing their main weekly supermarket shopping so these racks should be placed close to the areas where the less frequent low volume items are sold. This is currently the Market Square/ Queensway/ Victoria St./ Market St. block. This position may change with the future redevelopment but these facilities are relatively easy to move around to meet changing demands.

There should be more accountability in the Council's budget, especially with regard to "commuted payments" from property developers. Planning Permissions for major business and educational facilities in Crewe routinely require the developers to spend huge sums on cycle sheds and shower rooms yet nothing is done to make the cycle route to that facility any safer, other than perhaps a crossing where the cyclist is forced to become a pedestrian

OBJECTIVE - make cycling a safe and viable alternative for those who can.

5. There should be comprehensive traffic pollution monitoring across the town, with weekly publication of results. This should be done at sites that are relevant, such as major junctions and school playgrounds if near to main roads. It should be done close enough to the ground to be relevant to the air being breathed. In the past monitoring has been done as if to only meet minimum Government standards and with little relevance to individuals.

OBJECTIVE - make people think about their impact and also monitor success of traffic schemes.

## **Destination Crewe and the Wider Visitor Economy**

### **Introduction:**

The Town of Crewe already has a visitor economy in its own right, based upon its key role in the development of the railways. Before then Crewe was a part of a larger rural community. Then it became a key location on the cutting edge of the development of the new technology of the age of railway locomotive build and design. Therefore many of the older places of interest to visit are in the rural hinterland that surrounds the historic market town of nearby Nantwich, whereas Crewe has the historic railway sites.

For Nantwich where destinations like: Beeston Castle, Sandstone Ridge Bickerton, Peckforton and Burwardsley, Peckforton Castle, Cholmondeley Castle & Gardens, Dorfold Hall Nantwich all in the Nantwich and surrounding area, can be enjoyed.

The visitor travelling by rail can get to Crewe from almost anywhere in the country due to Crewe's unique connectivity. This is a major aspect that lies behind the development of the "Destination Crewe" idea. Onward travel from Crewe railway Station to Nantwich railway Station allows a visitor to gain access to many of the destinations above.

So how do we look at Crewe visitor attractions and predict and provide the sort of places of interest to visit?

The following points should help future development in this area via suggestions and the strengths of Crewe Town's existing places of interest for visitors.

### **Existing Attractions:**

Crewe Heritage Centre developed after a major re-signaling project of Crewe Station area in 1985. The site was formerly the points, switches and crossing prefabrication yard. It developed into a signal box museum using the redundant North Junction Signal Box that became the focal point of the attractions. A general exhibition hall was created which now houses some major artifacts that have been preserved, taken from around the town of Crewe. It also shows a working shop-floor used for the restoration of locomotives, Steam, Diesel and Electric Traction which enhances the sense of a museum for the Town of Crewe.

Nearby Crewe Hall was industrial base for Calmic Limited, then the Wellcome Foundation, manufacturing pharmaceutical products. This former historic family seat of the Earl of Crewe had become a commercial operation, with purpose built buildings erected surrounding the Hall to house laboratories, chemical engineering plants, printing works, with the administrative offices located in the hall itself. The Hall has now changed again, having been converted to a beautiful and grand hotel, spa, restaurant and leisure centre, becoming a wedding destination in its own right.

Queens Park a Victorian park some 2 miles from Crewe Station opened in 1887 undergoing restoration works at present will reopen fully in 2011.



The Lyceum Theatre is an exquisite example of an Edwardian theatre that continues to flourish, attracting big names who have performed there over the years, such as Ken Dodd, Jasper Carrot, Phil Cool, Ian Lavender and hosting regular theatrical stage shows, another good venue to enjoy.

Crewe Town Centre Walks and Ghost walks soak up the atmosphere of a railway town and its history.

Music venues like the Box, The Limelight Club and M Club are popular and are something to build on in future years although it has to be said that the night time economy has taken a knock just recently.

Street Entertainment and Events are held on a regular basis in both the towns of Crewe & Nantwich.

Open Doors Initiative, this event used to happen once a year; it could easily be revived and included other attractions in Crewe such as the Municipal Buildings, Crewe Hall, Bentley Motors, Crewe Works. This allowed visiting members of the public access to places of interest which were not open to them on a daily basis, this could be developed further if the will of organisations, business and entrepreneurs could be harnessed.

### **Conclusion:**

We can see that Crewe has many attractions and it now needs that wow factor to step it all up a gear, a bit of leadership.

Maybe we should encourage the York Railway Museum to have a satellite site for its exhibits, railway artefacts and collections in a revamped Crewe Heritage Centre?

There is a need for a Crewe Town Museum, this might be housed in the revamped Heritage Centre.

Crewe Hall is very well established and further enhancements would be up to the management team of that attraction.

Queens Park is well under way to becoming a top attraction in its own right not just in Cheshire but the northwest and beyond, with its Grand Reopening planned for 2011.

The Lyceum, that magnificent Edwardian theatre would flourish with a redevelopment outside in the Lyceum square which would transform the car park into an outdoor events arena and a local produce market venue, this enhancement would greatly improve the visitor experience in Crewe and build on its already successful Street Entertainment and Events programme.

If all these suggestions were to be acted upon we could have a chance of "Destination Crewe" becoming reality.

## **Glossary**

CREAM - Crewe Rail Environment and Manufacture a group concerned about the future of Crewe and consulting with all interested parties on its future.

WCML- The West Coast Mainline serving the Midlands, North West, Cumbria and Scotland from London Euston.

TGV – *Train à Grande Vitesse*, French for 'high-speed train' is France's high speed rail service,

UWE – University of West of England.

UTC – Urban Traffic Control System.

BREEAM - BRE Environmental Assessment Method is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance.

## **Affiliates**

RMT – National Union of Rail, Maritime and Transport Workers.

AMCUS UNITE – The Union.

ASLEF – Associated Society of Locomotive Engineers and Firemen.

TSSA – Transport Salaried Staffs' Association.

Friends of the Earth.

Campaign for Rural England.

Campaign for Better Transport.

North Staffs Rail Promotion Group.

Mid Cheshire Rail Users Association.

Crewe and Shrewsbury Passenger Transport Association.

## **Acknowledgements**

All of the following contributed in some way to this document. Their knowledge and help was greatly appreciated in the formulation of this document.

Campaign for Better Transport

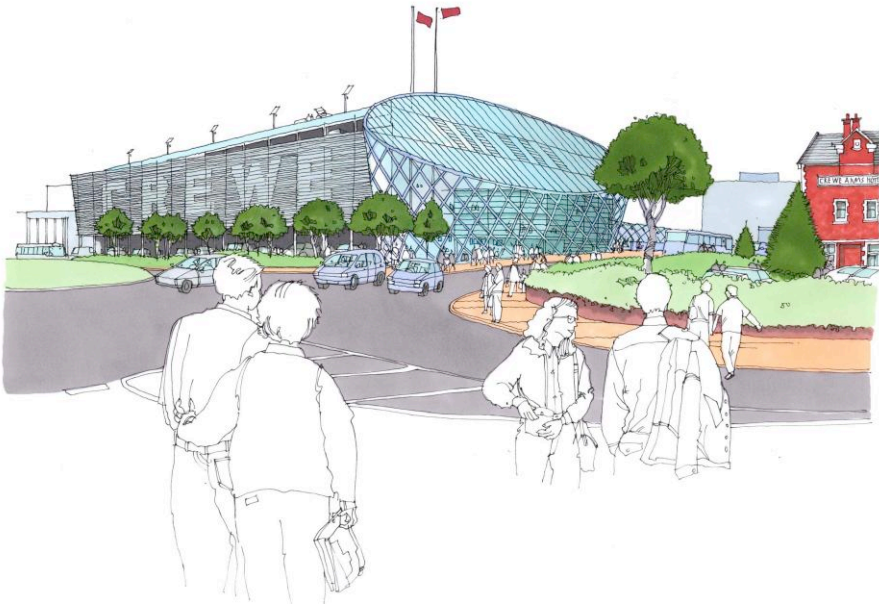
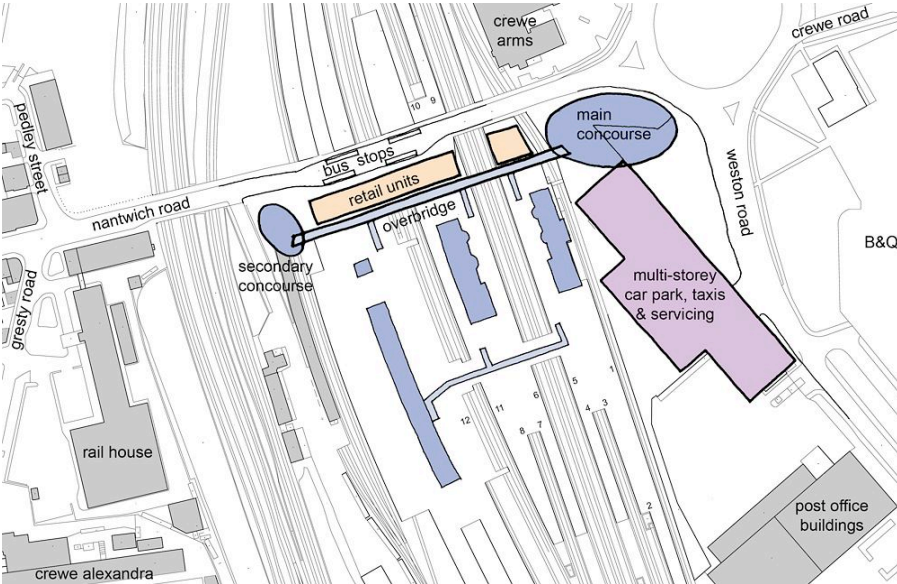
Campaign for Rural England

Friends of the Earth  
Ben Wye  
Mike Chandler  
RMT Crewe No.1 Branch  
Councilor Roy Cartlidge  
Simon Latham  
Steve Bratt  
Tim Fenton

# Appendix A; The Previous Proposed Gateway Scheme



Crewe Rail Gateway - a project for the upgrade of Crewe Rail Station and adjoining areas



## Appendix B; RMT Response To The Consultation

### RMT Crewe No 1 Branch N,

Response to the Crewe Masterplanning process:

Crewe No 1 Branch of the, National Union of Rail, Maritime and Transport Workers.

Is very supportive of the proposed original Gateway Scheme and must comment that we are disappointed that Network Rail took a decision to put forward a proposal to move the station to Basford.

We believe it's important to release land at Basford East and Basford West sites to manufacturing and potential High Speed 2 depot to build and maintain these new trains.

We say that because Bentley Motors may need land to build and manufacture their motor cars and enable them to distribute their end product via the rail network.

Freight traffic needs to be encouraged to use rail as opposed to road transport and the Basford sites would enable that transition to take place with road/rail interchange and freight hub developed to take that extra traffic generated by the need to reduce road miles and increase rail patronage.

The High Speed 2 Network needs to allow for staged development from its London termini with gradual planned openings so that rail passenger patronage can be encouraged with a planned approach with the West Midlands and Crewe being first to taste the high speeds and improved connection times, this we believe will encourage rail passengers to travel to the nearest HS2 station from places like Wilmslow, Stockport and the Wirral this would lead to a gradual improvements on the conventional rail corridors and prevent rail passengers becoming disenfranchised and a deterioration of passenger services which would come from the disruption of works on those already used lines, Whilst work on the development of new HS2 lines is carried out.

The gateway scheme needs to take into account the need to integrate the transport network around Crewe we believe it's vital that a new bus station be build next to the railway station and would like to emphasize the need for the station to be located near to its present site Nantwich Road / Weston Lane. And a suggestion of using the extensive network of railway tunnels which run underneath the station for a diverging route for HS2 Trains to ensure Crewe is connected to this new high speed railway infrastructure network, To help Crewe and the Sub-Region of Cheshire to keep our competitiveness as an economic driver of growth and prosperity in that region.



CREWE No. 1 BRANCH  
0377

SEC: - A. THOPLISS

CHAIR: - R. CARTLIDGE

Appendix C; Aerial Photo of Current Crewe Station Showing Bus Turning Circle





# Appendix D; A51 Road Closure Example

