

We use cookies to help us make this website better. If you continue without changing your settings, we'll assume that you are happy to receive all cookies from this site. For more information, including how to turn cookies off, see our [privacy notice](#)

WARRINGTON
Borough Council



[Contact Us](#) [Jump to content](#) [Accessibility](#)



Services A-Z

A

B

C

D

E

F

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

Business and trade

Children and young people

Community and living

Council, democracy and elections

Education and learning

Health and social care

Housing

Jobs and careers

Leisure, culture and heritage

Planning and the environment

Transport and roads

[Home](#) > [Latest news](#) > [Council asks tough questions over fast rail link's impact on Warrington](#)

Council asks tough questions over fast rail link's impact on Warrington

Published Friday, 10th May 2013

Warrington Borough Council's leadership has today written to multi-billion-pound high-speed rail developers HS2 Ltd seeking more information about the controversial proposed route and its likely effects on the town and its residents.

Council leader Cllr Terry O'Neill has commented:

"Given the huge public investment involved, we must make absolutely sure HS2 delivers the maximum benefits. Warrington is one of the main engines of growth in the North West – we're currently out-performing Manchester and Liverpool – and this needs to be taken into account when deciding the route and the stations where HS2 will stop."

Council fights for "maximum gain, minimum pain" for Warrington

Cllr O'Neill added:

"At the moment it looks as though HS2 will give Warrington all pain and little gain.

"The proposed route would cut through the borough, passing close to residential areas and going through the Taylor Business Park, yet at the same time we'll be denied a station in Warrington.

"We're asking some pretty searching questions because we need to make sure Warrington's residents and businesses are being properly served."

Warrington Borough Council has expressed in-principle support for the fast rail link, which is scheduled to reach Manchester by 2033. "But we must make sure the developers get HS2 right," said Cllr O'Neill. "The council is engaging very closely with HS2 Ltd and we want to reassure Warrington's residents and businesses that we're fighting their corner."

Here is a copy of the letter:

Dear Sir

High Speed Rail Phase 2: The Route to Leeds, Manchester and beyond

We are writing with reference to the recently published Command Paper of the Government's initial route, station and depot preferences which were published on 28th January 2013

Since their publication, officers have been studying the proposals and have benefited from additional

information provided during detailed meetings held direct with representatives of HS2 Limited and we are also grateful for the recent presentation given to our Executive Board and senior officers.

This work though has highlighted that the impact of the proposed route on Warrington is significant and that in order for the Council to be able to prepare a full response to the proposals there is a considerable amount of additional information which is required at this stage. The information required is as follows:

1. *Please could you advise on what the economic justification is for the Hoo Green to Bamfurlong spur versus constructing a HS2 line along the route of the existing West Coast Main Line corridor from Crewe to Wigan via Warrington Bank Quay?*
2. *Please could you advise if this alternative was considered in your optioneering work and if so why was it discounted? If it was not considered, why not?*
3. *The answers to these questions should also include a response on what potential exists for the provision of a HS2 station at Warrington Bank Quay (potentially an interchange station where the West Coast Main Line and Liverpool to Manchester – (Cheshire Lines Committee) lines meet)?*
4. *Please could you summarise what other alternative alignments were considered affecting Warrington and why they were ruled out?*
5. *Please could you advise on what is the specific economic case for the Hoo Green to Bamfurlong spur is – i.e. what additional benefits (such as economics, journey times, capacity etc.) does it bring in isolation versus trains heading further north simply joining the West Coast Main line just north of Crewe?*
6. *Could the Council be supplied with a report setting out the economic impact of the proposed HS2 line specifically on the Warrington Borough Council administrative area? We are concerned that the economic benefits of the HS2 line serving Warrington have not been fully taken into account, particularly given the strong economic performance of the Borough. To highlight this, Included with this letter is a copy of recently completed ' Warrington Economic Profile' report, which provides detailed supporting information on Warrington 's strong economic performance and its importance to the North West of England .*
7. *The Council has significant concerns about the local impact of the Hoo Green to Bamfurlong 'spur' of the HS2 line on communities and businesses located in the eastern part of the Warrington Borough area. Could details please be provided of what the statutory compensation scheme will provide for and when it is anticipated this will apply from?*
8. *Further to this, in the aforementioned presentation given by representatives of HS2 Limited this line was confirmed not to be a 'spur', but in fact its purpose is to provide the fastest possible connection to destinations further north on the West Coast Main Line and to Scotland. This is contrary to other advice we have received which suggests that this line is only being built to serve the proposed train depot at Golborne. Please could you confirm that the advice given by your representatives is correct?*
9. *With regard to the provision of a train depot just north of Golborne please could you confirm:*
 - a. *Why this location was chosen?*
 - b. *Are there any other suitable locations which were ruled out and if so where?*
 - c. *How important a factor the need for a depot was in the decision taken to construct the Hoo Green to Bamfurlong spur?*
 - d. *How many jobs do you estimate it will create and what types of jobs?*
10. *A further impact of the 'spur' is to pass directly through the centre of Taylor Business Park . This is a very successful employment area – home to around 50 companies, providing 500 jobs, with rent totalling c. £1.5m per annum (with some £750K per annum business rates payable). It is clear that the relocation of the businesses would lead to the HS2 scheme incurring substantial compensation costs as the current proposals would lead to the total loss of the business park. In this regard please could you confirm:*
 - a. *What allowance in the scheme cost has been made for compensation for the loss of Taylor Business Park ?*
 - b. *On examination of the detailed route plans it appears that a sufficiently straight route could be found for the HS2 line which would bypass the Taylor Business Park – this would though most likely involve*

passing through the Risley Landfill site. At the aforementioned presentation representatives of HS2 Limited confirmed that the presence of the landfill site has heavily influenced the proposed alignment. Advice was given to them that the site is no longer active with remediation work to be completed in the near future and it was agreed that the Council would attempt to obtain information on the materials within the site and this will follow under separate cover as soon as it is available. Based on this could you please advise whether you are prepared to examine alternative alignment options which would avoid the Taylor Business Park by passing through the former Landfill site? The Council is prepared to play a full part in any such discussions.

11. With regard to statutory consultation on the proposals – please could it be confirmed:

- a. When the consultation is planned to commence?
- b. How long it is anticipated to last for?
- c. If answers to the above 2 questions have not been confirmed when will they be?
- d. Could examples be provided of consultation materials / format from the London-Birmingham section of HS2?

12. In terms of the assumed service patterns for the HS2 line the published proposals state that Warrington Bank Quay would be served by a 'classic compatible' train service which would run on the HS2 network as far as Crewe and then the existing 'classic' rail network to Warrington Bank Quay and beyond providing an approximate 30 minute reduction in journey time to London versus that which applies currently. This train's stopping pattern is proposed to be London Euston – Old Oak Common – Crewe – Warrington Bank Quay – Wigan North Western - Preston . In relation to the proposed service pattern please could the following be confirmed:

- a. Is the above summary of the proposed service pattern correct?
- b. Why is there no London-Scotland service which serves Warrington Bank Quay?
- c. What guarantee can be given that this service will actually be provided?
- d. Are there any plans to downgrade the West Coast Main Line from Crewe to Wigan ?
- e. What will be the process followed to confirm the pattern of HS2 train services?
- f. When do you anticipate train service patterns to be confirmed?
- g. Is the Classic Compatible train proposed to serve Warrington Bank Quay a dedicated train (i.e. please confirm it is not shared with a service to Runcorn and Liverpool Lime Street with the train being split at Crewe ?)

Please could you provide a written response to the above questions at the earliest possible time as this will enable us to provide you with an initial Council response to the proposals, which would then be updated following the planned public consultation which we understand is planned for later in 2013.

In addition to a written response we would welcome a further meeting with representatives to discuss this response to follow on from the initial meeting held on 15th April. In terms of day to day contact on the High Speed Rail 2 proposals or for a more detailed discussion on the above questions then please contact the nominated Warrington Borough Council lead officer on these proposals, Steve Hunter, Transportation Service Manager on (01925) 442684 or shunter@warrington.gov.uk

We look forward to receiving your response on the above points and can confirm that we are committed as a key stakeholder to give a full commitment to the engagement process for this major proposal. Finally, we would also like to advise you that we have been and will continue to work in close partnership with both the Cheshire and Warrington Local Transport Body and Local Enterprise Partnership in order to ensure that the benefits of the HS2 proposals can be maximised for our sub-region.

Yours sincerely

Councillor Terry O'Neill

Leader of Warrington

Borough Council

Councillor Linda Dirir

Executive Board Member, Highways,

Transportation and Climate Change

Ends

More
articles

More articles in the [news archive](#).

Print this page

Share on Twitter

Share on
Facebook

 Council
information

News

Events

Job vacancies

Council meetings

Consultations



© 2012 Warrington Borough Council