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Phase Two Route Consultation
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Sir

Our interest is in the line proposed from Warburton to Bamfurlong and the construction of a rolling stock depot at Golborne.

It is obvious from your documents that this is the start of the line to be continued to Scotland. Your drawings show the line splitting at Byrom Lane and heading north missing Wigan and continuing to Preston and beyond.

The current proposals to Manchester are receiving opposition both on cost and the impact on the environment and might never happen.

With this in mind it is unlikely that the line from Warburton to Scotland will ever be built. Who would want to spend £129 million pounds per mile running a new line through open fields for 200 miles in one of the least densely populated areas of the UK?

With completed electrification of the Manchester to Liverpool Line through Chat Moss a connection to the West Coast line is available at Lowton Junction. This junction can serve both Manchester and Liverpool and is only around two miles south of the proposed link at Bamfurlong.

So the section of line from Warburton to Bamfurlong would only serve the proposed rolling stock yard at Golborne. It would be outrageous to spend millions on this link when there are other suitable sites for this yard along the main route

Therefore we ask that this section be removed from the current plans and only constructed should a commitment be made to continue to Scotland with the funding in place. Let's call it HS3

This would have the advantage of cutting cost in line with our Prime Minister's current thinking.

The planned link to the West Coast Line at Crewe should be enough. This would leave Warrington on the main line and not adversely affect its economy prematurely.

It would avoid unnecessarily destroying our area, save the green belt and protect over 500 jobs on two trading estates that would be destroyed in Culcheth and Lowton.

Ed Thwaite

Chairman