



GREATER MANCHESTER COMBINED AUTHORITY

Date: 27 November 2020

Subject: HS2 Phase 2b Western Leg Design Refinement Consultation: GM Response Approach

Report of: Andy Burnham, GM Mayor and Eamonn Boylan, Chief Executive Officer, GMCA & TfGM

PURPOSE OF REPORT

To provide an overview of the proposed approach to responding to the HS2 Phase 2b Western Leg Design Refinement Consultation (DRC).

RECOMMENDATIONS:

The GMCA is requested to:

1. To note the contents of the report.
2. To delegate authority to the Chief Executive Officer, GMCA and TfGM to approve the final response to the consultation.

CONTACT OFFICERS:

BOLTON	MANCHESTER	ROCHDALE	STOCKPORT	TRAFFORD
BURY	OLDHAM	SALFORD	TAMESIDE	WIGAN

Simon Warburton simon.warburton@tfgm.com

Martin Lax martin.lax@tfgm.com

Liz Goldsby liz.goldsby@tfgm.com

Eamonn Boylan eamonn.boylan@tfgm.com

Equalities Implications:

No implications identified to date

Climate Change Impact Assessment and Mitigation Measures –

1. The consultation response will cover climate change matters as appropriate and in response to the information provided in the DRC consultation materials. The response will also refer to previous submissions to HS2 Ltd, including the Working Draft Environmental Statement Consultation response in 2018. Further review and response on Climate Change and mitigations measures will also be included in response to the statutory consultation to the final HS2 Phase 2b Environmental Statement.

Risk Management:

N/A

Legal Considerations:

Interface with HS2 Phase 2B hybrid Bill process. The hybrid Bill will also interface with Powers for the Metrolink network.

Financial Consequences – Revenue:

N/A

Financial Consequences – Capital:

N/A

Number of attachments to the report: none

Comments/recommendations from Overview & Scrutiny Committee

N/A

BACKGROUND PAPERS:21st August 2020: Response to NIC Rail Needs Assessment for the Midlands and the North26th July 2019: HS2 Phase 2b Design Refinement Consultation – GM Response Approach30th November 2018: HS2 Phase 2b Working Draft Environmental Statement Consultation – GM Response Approach

24th February 2017: HS2 Route Update and Consultation Response

TRACKING/PROCESS	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution	Yes
EXEMPTION FROM CALL IN	
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	No
GM Transport Committee	Overview & Scrutiny Committee
N/A	N/A

1 INTRODUCTION/BACKGROUND

- 1.1 Together, HS2 and NPR are core transformational infrastructure components in the growth strategy for Greater Manchester and the wider agenda for economic rebalancing in the UK. GMCA has been a strong supporter of the HS2 programme, whilst retaining a clear position on the need to ensure that it is delivered in a manner that fully complements the placemaking, local employment and sustainable growth objectives of Greater Manchester.
- 1.2 On the 7th October 2020 The Secretary of State for Transport launched a Design Refinement Consultation (DRC) on four proposed changes to the design of the Western Leg of HS2 Phase 2b. The Design Refinement Consultation is a key milestone on the path leading up to the hybrid bill deposit which, subject to the Governments conclusions of the Integrated Rail Plan (IRP), is being prepared for deposit to Parliament.
- 1.3 In line with the Oakervee recommendation to deliver HS2 Phase 2b in smaller sections, this DRC seeks views on four technical refinements to the Western Leg of Phase 2b, from Crewe to Manchester, including provisions for Northern Power House Rail (NPR) touchpoints. The consultation provides opportunity for feedback on these proposed changes and allows the Secretary of State to consider the views of interested parties and the public before making a decision on whether the changes should be included in the Phase 2b hybrid bill.
- 1.4 The proposed changes can be summarised into four groups:

**The below table is a direct extract from HS2's DRC*

	Proposed design refinement	The Minister of State is minded to (as stated in the consultation material)
1	Crewe Northern Connection & changes to the design of Crewe North Rolling Stock Depot	<p>Make two changes to the design north of Crewe to:</p> <ul style="list-style-type: none">• include Crewe Northern Connection in the design for HS2 to enable the benefits of NPR and the Crewe Hub to be realised in future with more and quicker services to the North; and• modify the design of the Crewe North Rolling Stock Depot to provide the required stabling and maintenance facilities for HS2 rolling stock and support the efficient operation of the HS2 network.

2	Changes to the design around Manchester Airport High Speed station	<p>Make changes to the design at Manchester Airport High Speed station to:</p> <ul style="list-style-type: none"> • provide two additional platforms (giving a total of four platforms) to accommodate future service growth and the use of HS2 infrastructure as part of Northern Powerhouse Rail; and • update the designs for provision of a future Metrolink stop at the HS2 station; and • improve the future road network around the station.
3	Changes to the design around Manchester Piccadilly High Speed station	<p>Make changes to the design around the proposed Manchester Piccadilly High Speed station to:</p> <ul style="list-style-type: none"> • provide an additional two platforms (giving a total of six platforms) to allow future use of HS2 infrastructure as part of Northern Powerhouse Rail (NPR); and • relocate the Piccadilly Metrolink station beneath the HS2/NPR station and make provision for a second Metrolink stop in the event of future expansion of the Metrolink system to the east of the city; and • make passive provision for the junction required for a future connection to Leeds as part of NPR; and • change the horizontal alignment of the approach to the station to reduce impacts on the Ardwick train care facility; and • improve the intended road network around the station to avoid disruption to road users and re-provide highways around HS2 works.
4	The introduction of a new train stabling facility at Annandale, in Dumfries and Galloway	<p>Include a train stabling facility in Dumfries and Galloway (between the A74(M) and West Coast Main Line), to stable and carry out light maintenance on High Speed trains serving the north west of England and Scotland.</p>

1.5 The documentation can be accessed via the following link:
<https://www.gov.uk/government/consultations/hs2-phase-2b-western-leg-design-refinement-consultation>

2 APPROACH TO CONSULTATION RESPONSE

- 2.1 TfGM has been working with Manchester City Council (MCC), Trafford Council (TC), Wigan Council (WC), Stockport Council and Manchester Airport Group (MAG) throughout the development of the HS2 proposals.
- 2.2 TfGM are co-ordinating the response to the consultation on behalf of the Combined Authority. MCC, TC and MAG are also proposing to submit consultation responses to HS2, focusing on their specific concerns. These responses will be signed off by their individual governance processes.
- 2.3 The Combined Authority response is proposed to be an umbrella response on behalf of GM. This will include a summary of the headline messages which, at this stage are anticipated to; reiterate our strategic messages, specifically comment on the changes to the design around Manchester Airport and Piccadilly Stations and support GM Local Authority and Manchester Airports Group (MAG) responses.
- 2.4 The GMCA response will also re-iterate any appropriate points raised in previous consultation responses. This includes the GMCA response to the HS2 DRC in 2019, HS2 Working Draft Environmental Statement Consultation, submitted in December 2018, and the GMCA HS2 Phase 2B consultation responses submitted in March 2017 and January 2014.
- 2.5 TfGM will continue to work closely with MCC, WC, TC and MAG to ensure consistent and co-ordinated responses across the GM Family.
- 2.6 The deadline for the submission of comments is 11th December 2020.
- 2.7 It is proposed that delegated authority is granted to the Head of Paid Services for GMCA / CEO of TfGM to approve the final draft of the response on behalf of the Combined Authority.

3 SUMMARY AND RESOURCING

- 3.1 As set out in previous consultation responses, GMCA is fully supportive of the principle of HS2 and NPR and sees these transformational schemes as essential for the long-term economic growth.
- 3.2 Prior to the Covid-19 Lockdown, it was anticipated that there would be a significant ramp up in workload to influence the HS2 NPR programmes in line with the GM Growth Strategies and to mitigate long term risk. In readiness for this, preparations were well underway to ramp up TfGM resources. However, this has been impacted by the pandemic.
- 3.3 Since the Prime Minister's announcement on the 11th February, which confirmed the Government's intention to progress with HS2 Phase 2B Western Leg, there has

been a significant ramp up in the HS2 Programme, and therefore this has resource implications for GM. This is in addition to the Northern Powerhouse Rail Programme, which is also at a crucial stage. The announcement of the Integrated Rail Plan has also increased the scope of this work.

- 3.4 The resource requirement for GM includes ongoing engagement with and review of the HS2 NPR proposals to protect GM's position and work to ensure the schemes complement the placemaking, local employment and sustainable growth objectives, preparation for the hybrid Bill process and associated negotiations and the ongoing development of the associated schemes under the GM Growth Strategy, for example Metrolink at Piccadilly and at the HS2 NPR Airport Station.
- 3.5 It is anticipated that this ramp up will continue up to hybrid Bill deposit, expected at in late 2021, and through the Parliamentary process. This will include both the Hybrid Bill process and preparations for the delivery phase of the works.
- 3.6 It is proposed that these resource requirements and funding will be considered through the 2021/22 budget process and ongoing discussions with Government. It is proposed that funding for HS2 NPR resources will need to be prioritised through this process.
- 3.7 It should also be noted that there is likely to be a local capital funding requirement for a number of schemes within the HS2 NPR Programme. This funding may be in the region of £750 million - £1.25 billion, subject to further development and negotiations, which is being considered as part of the wider Greater Manchester Infrastructure Programme. This would form part of the overall investment in GM for the core HS2 NPR schemes, expected to be at least circa £15 billion.

4 RECOMMENDATION

- 4.1 It is proposed that delegated authority is granted to Chief Executive Officer, GMCA & TfGM, to approve the final draft of the responses on behalf of the GMCA.
- 4.2 To note the need to consider HS2 NPR resourcing during as part of the 2021/22 budget process.