

Greater Manchester Transport Committee

Date: 11 October 2019

Subject: Strategic Rail Update: HS2 / NPR and Tram-Train

Report of: Transport Strategy Director, TfGM

PURPOSE OF REPORT

This report gives an update on the work being undertaken by TfGM and partners on two key long-term strategic rail programme components within the GM Rail Prospectus: HS2 / Northern Powerhouse Rail and Tram-Train.

RECOMMENDATIONS:

Members are recommended to note and comment on the content of this report.

CONTACT OFFICERS:

Martin Lax Head of Strategic Development, TfGM 0161 244 1397
martin.lax@tfgm.com

Risk Management – none to report in the direct context of this report

Legal Considerations – none to report in the direct context of this report

Financial Consequences – Revenue – none to report in the direct context of this report

Financial Consequences – Capital – none to report in the direct context of this report

Number of attachments included in the report: 1

Appendix 1 – 2040 Strategy Draft Delivery Plan Map extract

BACKGROUND PAPERS:

2040 Transport Strategy Draft Delivery Plan, January 2019 (tfgm.com/2040)

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
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?		N/A
GMTC	Overview & Scrutiny Committee	
N/A	N/A	

1 HS2 / NPR

- 1.1 As Members will be aware, the delivery of HS2 to Manchester and a new Northern Powerhouse Rail (NPR) network between the North's major city regions and Manchester Airport 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 both programmes, whilst retaining a clear position on the need to ensure that they are delivered in a manner that fully compliments the city regions place-making, local employment and sustainable growth objectives
- 1.2 GMCA considers HS2 as vital in increasing the capacity and connectivity of Britain's rail network and believes Manchester Piccadilly and Manchester Airport are the optimal locations for new HS2 stations, supplemented by a Hub location at the existing Wigan North Western station to the north of the conurbation. In addition, NPR aims to significantly improve capacity, frequency, speed and services between the North's six main cities and Manchester Airport.
- 1.3 GMCA has proactively responded to the opportunity for growth presented by HS2 and NPR. These transformational schemes are central to the Greater Manchester Strategy aspirations and the Greater Manchester Transport Strategy 2040. In March 2018 GMCA, TfGM, Manchester City Council and Trafford Council published a comprehensive growth strategy for the stations at Manchester Airport and Piccadilly, which sets out how HS2 can have maximum impact through station planning; wider connectivity; full support for adjacent regeneration; and local skills and supply chain benefits.
- 1.4 At Manchester Piccadilly the growth strategy is integrated with the updated Strategic Regeneration Framework (SRF) for the Piccadilly area, which was approved by the Manchester City Council Executive in June 2018. The vision for Manchester Piccadilly within the SRF is to deliver a major new district for Manchester, extending the city centre, with a world class transport hub at its heart.
- 1.5 At Manchester Airport, the growth strategy is integrated with the Greater Manchester Enterprise Zone (EZ). This is an area driven by the economic activity generated by the Manchester Airport, Airport City and the proposed MediPark which builds on the significant planned growth of Manchester Airport.
- 1.6 GM Partners are continuing to work closely with DfT, HS2 and TfN to develop the proposals for HS2 and NPR in Greater Manchester. GMCA has responded to a number of detailed consultations on the HS2 route. Most recently, GMCA responded to the Working Draft Environmental Statement (WDES) and the Working Draft Equality Impact Assessment Report consultation in December 2018 and the HS2 Design Refinement Consultation in September 2019.

- 1.7 On the 21 August, the Government published the terms of reference and timetable for an independent review into HS2, chaired by Douglas Oakervee. The deputy chair is Lord Berkeley supported by a panel consisting of Michele Dix, Stephen Glaister, Patrick Harley, Sir Peter Hendy, Andrew Sentance, Andy Street, John Cridland and Tony Travers.
- 1.8 The review will look at whether and how HS2 should proceed, using all existing evidence on the project to consider:
- benefits and impacts
 - affordability and efficiency
 - deliverability and scope
 - phasing, including its relationship with Northern Powerhouse Rail
- 1.9 A final report will be sent to the Secretary of State, with oversight from the Prime Minister and Chancellor of the Exchequer, by the autumn. The report will inform the government's decisions on next steps for the project. TfGM has engaged with the review panel and GMCA will be formally responding to the review.
- 1.10 In addition, GMCA and TfGM is supporting the Connecting Britain campaign, which is framed by a series of key messages:
- Key message 1: Strategic rail infrastructure is critical to the long-term success of the UK and all of its parts. It is a crucial provider of connectivity, and an enabler of economic growth, productivity, job creation, prosperity and a low-carbon economy.
 - Key message 2: With a new government in place and a review of HS2 in progress, political Leaders across parties, business and industry, from the Midlands to the North are coming together to speak with one, powerful and united voice to ensure there is no doubt about the importance of HS2 and NPR for UK Plc.
 - Key message 3: HS2 is an essential enabler to complementary rail infrastructure projects throughout the country, including Northern Powerhouse Rail. Without HS2, these projects will not be as effective. With HS2, these projects can be truly transformational.
 - Key message 4: Work on HS2 is already well underway and delivering economic benefits. Contracts are being signed, people are being employed, skills are being developed, business are making strategic location and investment decisions. Any move to cancel or significantly downgrade HS2, or to reduce its level of integration with NPR, would undermine business confidence and growth, and run directly counter to national policy objectives around skills, infrastructure investment and industrial strategy.

2 Longer-Term Tram-Train Proposals

2.1 A core component of the long-term transport investment proposals set out in the draft 2040 Strategy Delivery Plan is the potential introduction of tram-trains to the city-region as a way of improving rapid transit connections. Tram-Train would help to improve access to the city centre at the busiest times, while also offering more capacity on the heavy rail network.

2.2 Tram-train will be part of the public transport system of Greater Manchester. Tram-train vehicles can run on both Metrolink and Network Rail infrastructure in conjunction with heavy rail passenger and freight trains. In Greater Manchester, it would mean metro-style services in more areas.

2.3 A number of routes have been identified as having potential for Tram-train, including (see Appendix A for Map 3 of the draft Delivery Plan):

- Rochdale to Bury;
- Manchester to Glossop;
- Manchester to Marple;
- Stockport/East Didsbury to Hazel Grove;
- Stockport to Manchester Airport;
- Cornbrook to Manchester Airport via Timperley;
- CLC Line to Warrington; and
- Manchester to Wigan via Atherton.

2.4 Before delivering tram-train services, TfGM needs to develop and run a “pathfinder” trial scheme with Network Rail to gain technical approvals to:

- Determine the process to deliver Tram-Train in GM;
- Develop proposals for a future Tram-Train network; and
- Deliver an operable Tram-Train vehicle.

2.5 A long-list of potential “pathfinder” locations was developed based on where Metrolink and heavy rail lines are in close proximity. After sifting against criteria such as powers, land, demand, power supply and objectives, the 3 following locations were shortlisted and are identified on Map 2 of the Delivery Plan (see Appendix A):

- North: Oldham to Heywood via Rochdale and Castleton;

- South: Manchester City Centre to Hale via Timperley and Altrincham;
- Airport: Wilmslow to Manchester Airport via Styal.

2.6 Further work is now underway to review each option further, including the production of a Strategic Outline Business Case (SOBC) for the “pathfinder” schemes, a tram-train vehicle specification, multi-disciplinary design and associated governance/approvals structures required between TfGM, Network Rail and other regulatory bodies.

2.7 Further advice will be brought to Members at key milestones through the “pathfinder” development programme.

SIMON WARBURTON
TRANSPORT STRATEGY DIRECTOR, TfGM

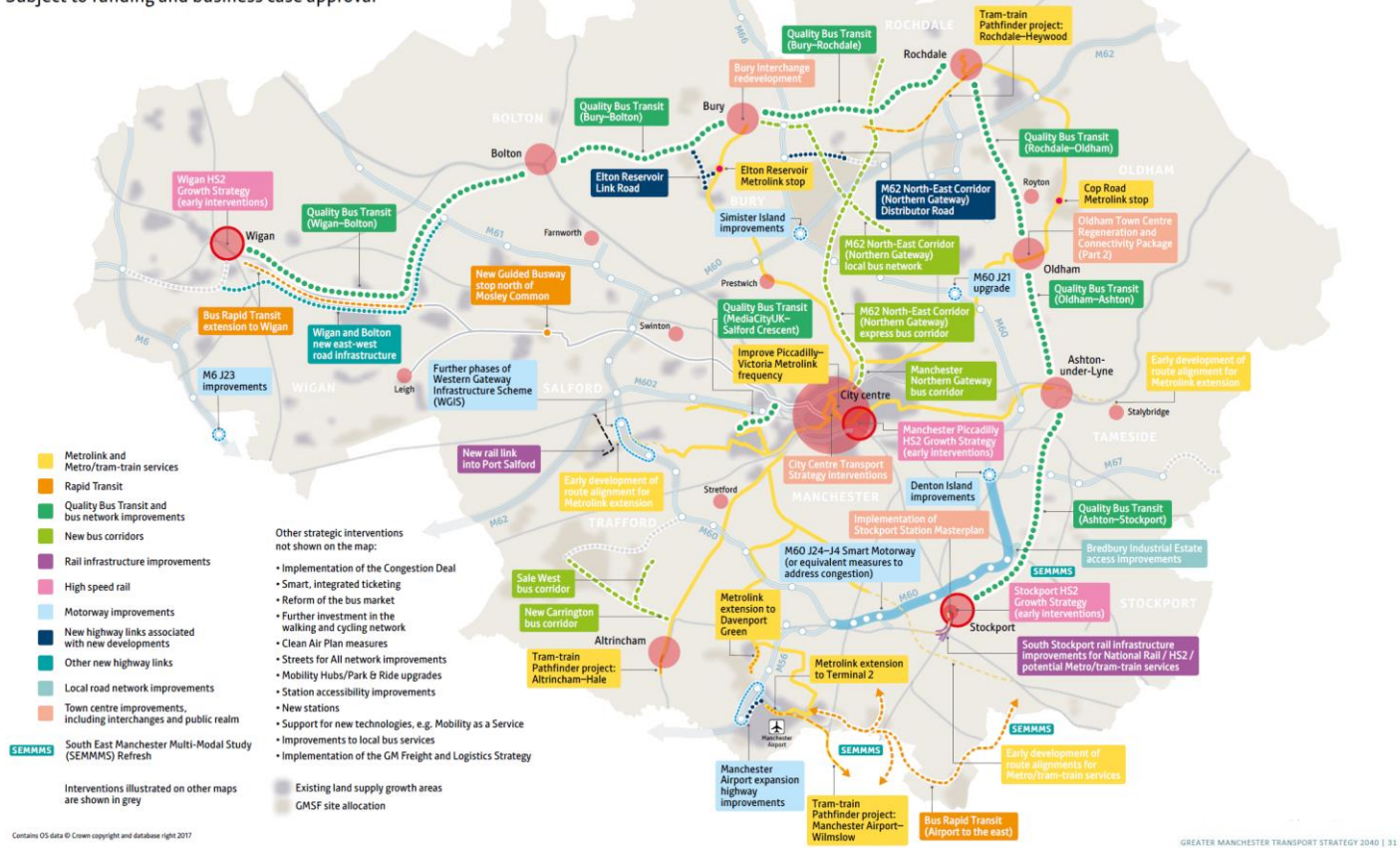
APPENDIX 1

MAP 2

In the next five years, we aim to complete business cases for early delivery of...

These interventions are those with potential to be delivered by 2025.

Subject to funding and business case approval



MAP 3

In the next five years, we will develop options for...

These are the interventions which need further investigation or development in order to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2025, and we will aim to achieve that wherever possible, but most are longer term projects that would be delivered in later years.

Subject to funding and business case approval

