

Date: 31st July 2020

Subject: HS2, the Integrated Rail Plan and National Infrastructure Commission Rail Needs Assessment for the Midlands and the North

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

PURPOSE OF REPORT

To provide an update on HS2, the Integrated Rail Plan and the submission to the National Infrastructure Commission Rail Needs Assessment for the Midlands and the North.

RECOMMENDATIONS:

The GMCA is requested to:

Note the contents of the report

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Equalities Implications:

No implications identified to date

Climate Change Impact Assessment and Mitigation Measures –

The NIC Rail Needs Assessment for the Midlands and the North Call for Evidence submission provides a response to questions set out by NIC regarding greenhouse gas emissions, decarbonisation of road transport and environmental effects of the investments identified.

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: 1

Comments/recommendations from Overview & Scrutiny Committee

N/A

BACKGROUND PAPERS:

26th July 2019: HS2 Phase 2b Design Refinement Consultation – GM Response Approach

30th 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	No
EXEMPTION FROM CALL IN	

<p>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?</p>	<p>No</p>	
<p>GM Transport Committee</p>	<p>Overview & Scrutiny Committee</p>	
<p>N/A</p>	<p>N/A</p>	

1. INTRODUCTION/BACKGROUND

- 1.1 GMCA through previous consultation responses, and the Growth Strategies for Piccadilly and the Airport will be aware of the HS2 / NPR programme and the significant implications for Greater Manchester
- 1.2 In the various submissions, GMCA has stated that 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, Northern Powerhouse Rail (NPR) aims to significantly improve capacity, frequency, speed and services between the North's six main cities and Manchester Airport.
- 1.3 In August 2019 the Department for Transport (DfT) announced that Douglas Oakervee would chair an Independent Review of HS2 – the 'Oakervee Review'.
- 1.4 The review was asked to assemble and test all the existing evidence in order to allow the Prime Minister, the Secretary of State for Transport and the government to make properly-informed decisions on the future of Phases 1 and 2 of the project, including the estimated cost and schedule position.
- 1.5 A copy of the Terms of Reference for the Review is available: <https://www.gov.uk/government/publications/hs2-independent-review-terms-of-reference>
- 1.6 On the 11th February 2020, the Government announced that HS2 would proceed in full. The [Oakervee review](#) concluded that for Phase 2b of HS2 (the route from Birmingham to Manchester and Leeds) a Y-shaped network was the right strategic answer for the country.
- 1.7 The review also concluded that Phase 2b needs to be considered as part of an Integrated Rail Plan (IRP) for the north and Midlands which also includes Northern Powerhouse Rail, Midlands Rail Hub, and other major Network Rail schemes to ensure these are scoped, designed, delivered, and can be operated as an integrated network. A copy of the Oakervee Review is available: <https://www.gov.uk/government/publications/oakervee-review-of-hs2>
- 1.8 On the 19th February, Andrew Stephenson was appointed Minister of State responsible for HS2, Northern Powerhouse Rail and Transpennine Route Upgrade.
- 1.9 On the 21st February 2020 the Government published the Terms of Reference for the IRP: <https://www.gov.uk/government/publications/high-speed-north-an->

[integrated-rail-plan-for-the-north-and-midlands-terms-of-reference/terms-of-reference-for-an-integrated-rail-plan-for-the-north-and-midlands](#)

- 1.10 The IRP will be informed by the National Infrastructure Commission's (NIC) Rail Need Assessment for the Midlands and the North.
- 1.11 GMCA fully supports the Government's intention to progress with HS2 Phase 2b. HS2 and NPR are core transformational infrastructure components in the Greater Manchester Growth Strategy and the wider agenda for economic rebalancing in the UK. GMCA has been a strong supporter of HS2 and NPR, whilst retaining a clear position on the need to ensure that they are delivered in a manner that fully complements the connectivity, place-making, local employment and sustainable growth objectives.
- 1.12 GMCA support the proposition of an Integrated Rail Plan for the North and Midlands. We believe it is essential that HS2 and NPR are recognised as being component parts of an integrated short, medium and long-term infrastructure investment programme to tackle capacity constraints and issues on rail systems across the North.
- 1.13 In addition, on the 15th April DfT issued the formal Notice to Proceed with detailed design and construction of HS2 Phase 1 to the joint venture contractors for the scheme.

2 NIC Call for Evidence

- 2.1 NIC launched its Call for Evidence to input into Rail Needs Assessment for the Midlands and the North on the 25th March. The closing date for responses was the 29th May. The Call for Evidence is detailed: <https://www.nic.org.uk/publications/rail-needs-assessment-hs2-call-for-evidence/>
- 2.2 TfGM submitted a response to the NIC Call for Evidence on behalf of GMCA. A copy of the response is provided in Appendix A. The response was prepared in collaboration with Manchester City Council, Trafford Council, Wigan Council, Stockport Council and Manchester Airport Group.
- 2.3 The GMCA response draws on the key themes from the Greater Manchester Transport Strategy 2040 and draft Delivery Plan, the draft Greater Manchester Spatial Framework (GMSF), the GM HS2 NPR 'The Stops are Just the Start' Growth Strategy and previous GMCA responses HS2 Consultations.

- 2.4 Responses have also been submitted by Manchester City Council, Trafford Council, Wigan Council, Stockport Council and Manchester Airport Group. All of these also referenced the GMCA response.
- 2.5 TfGM will continue to engage with NIC, on behalf of GMCA, on the Rail Needs Assessment.

3 Integrated Rail Plan

- 3.1 It is understood that the IRP is due to be published by the end of 2020. The IRP will be informed by the NIC Rail Needs Assessment for the Midlands and the North as outlined above. On 15th July The NIC published the interim report of the assessment, which sets out the proposed approach and methodology in more detail. The report can be found via the following link:

<https://www.nic.org.uk/wp-content/uploads/RNA-Interim-Report-Final.pdf>

- 3.2 Andrew Stephenson, Minister of State for HS2, NPR and TRU, has held initial round table discussions with Northern Leaders in relation to the IRP. It is understood that further round table discussions are due to be arranged as work to prepare the IRP progresses.
- 3.3 TfGM continues to press DfT to ensure full engagement with GM on the development of the IRP. GM Partners are also engaging with TfN on their inputs into the IRP.

4 HS2 Programme

- 4.1 The revised programme for HS2, including dates for the Hybrid Bill Deposit, is not confirmed. It is understood that Government is keen to progress the HS2 Phase 2B Western Leg Hybrid Bill (Crewe to Manchester) as quickly as possible.
- 4.2 It is understood that confirmation of the revised HS2 programme will be provided once agreed by Ministers.
- 4.3 Whilst GMCA is supportive of HS2 and NPR in principle, a clear position has been maintained on the need to ensure that they are delivered in a manner that fully complements the connectivity, place-making, local employment and sustainable growth objectives.
- 4.4 As such, TfGM is working with Manchester City Council, Trafford Council, Wigan Council and Manchester Airport Group, to engage with DfT, HS2 and TfN on the

development of the HS2 and NPR schemes. It is anticipated that this engagement will need to increase in the run up to the Hybrid Bill deposit, particularly to consider key interfaces with the HS2 proposals as set out in the GM HS2 NPR Growth Strategy. This includes Metrolink at both the HS2 NPR stations at Piccadilly and Manchester Airport. TfGM will also work with Wigan and Stockport councils on the impacts of the classic compatible services delivered as part of Phases 1 and 2A.

- 4.5** The Minister has also confirmed that HS2 will be commissioned to do work to consider an underground option at Piccadilly.
- 4.6** A future Paper will be brought to GMCA once the HS2 hybrid Bill programme is published, to outline further details regarding the proposals and the local resource implications.

5 Recommendations

- 5.1** See front sheet.