

Item No. 9

**GREATER MANCHESTER
LOCAL ENTERPRISE PARTNERSHIP BOARD**

SUBJECT: GMCA HS2 Route Update and Consultation Response

DATE: 20 March 2017

FROM: Chief Executive, TfGM

PURPOSE OF REPORT

HS2 have consulted on aspects of Phase 2b. This paper sets out the key changes to the Phase 2b network within GM. Appended to this paper is the submitted GMCA response to the consultation.

RECOMMENDATIONS:

LEP Board members are requested to note and endorse the GMCA response to the HS2 route refinement consultation, appended to this paper.

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1. Introduction and Background

- 1.1 On 15 November 2016 HS2 Ltd announced the preferred route for HS2 Phase 2b, serving Manchester, East Midlands, South Yorkshire and Leeds.
- 1.2 This paper provides a summary of the key changes affecting GM.
- 1.3 Appended to this paper is the submitted GMCA response to the consultation.

2. Golborne Link

- 2.1 The preferred route maintains a link northwards from Crewe to the WCML at Wigan (the Golborne link); this infrastructure is essential to increase capacity on the west coast mainline and provide faster journey times to Scotland and the North of England (including Wigan & Preston directly) to Birmingham and London.
- 2.2 Warrington and Trafford have previously lobbied against the link, firstly as HS2 bypasses Warrington and secondly due to the visual and noise impacts on the Trafford district as the route crosses over the Manchester Ship Canal.
- 2.3 The Rolling Stock Depot proposed at Golborne during the 2013 consultation has been relocated to the north of Crewe; this provides a simplified route design for the connection to the WCML and also removes the infrastructure and operational concerns associated with the depot.
- 2.4 Relocating the depot has also led to the removal of the 'northern chord' which forms the top section of the delta junction connecting Wigan and Scotland/North-West England to the Manchester HS2 spur. HS2 originally designed this chord to allow empty rolling stock to run from Manchester Piccadilly to and from the depot. However, Greater Manchester would like to see the infrastructure retained to future proof for potential services from Manchester Piccadilly and Airport to Wigan and Scotland/North-West England.
- 2.5 HS2 are not remitted to deliver a Manchester-Scotland service and as such they cannot justify retaining the northern chord in the preferred route design. However, TfGM will continue to lobby for its retention in full or for provision to be made to reinstate in the future, particularly as the Northern Powerhouse options indicate a strong preference to use this.
- 2.6 HS2 Ltd have confirmed that it will be possible to develop an alternative route option including the northern chord alongside the preferred route and that the final decision will need to be taken in advance of hybrid bill submission in Autumn 2017.

3. Stations Refinements

- 3.1 Manchester Airport station has been redesigned to optimise the use of land between the railway and M56, specifically relocating the multi-storey car park here. TfGM were disappointed that our response to consultation was not fully incorporated and further urgent work is underway to ensure the concourse arrangements are properly integrated with highways and future Metrolink extensions.
- 3.2 DfT and HS2 Ltd continue to press GMCA for a commitment to fund £200 million of the airport station costs. Senior level discussions have agreed that urgent partnership working on the airport station design is required to agree a suitable design and appropriate local contributions (amount and mechanism for funding / payback). The station design work is being progressed through the Manchester Airport Growth Strategy.
- 3.3 Manchester Piccadilly Station has seen little change; again the GMCA request at consultation was not adopted. We have been assured by HS2 that as hybrid bill design progresses (and northern powerhouse progresses) the detailed work to move the station forward to create a gateway to the city and properly integrate the design with existing station / other transport modes will be reconsidered.
- 3.4 The Manchester tunnel and Piccadilly station approach has moved northwards since the consultation design. This new design sees the tunnel portal located in the Ardwick rolling stock depot taking a direct line to the station location rather than hugging the existing railway. Although more land is 'rail locked' between existing and HS2, the impacts on residential and environment in the area are reduced and the tunnel is slightly extended. This amendment significantly impacts on the land available for regeneration around Piccadilly as set out within the Piccadilly Strategic Regeneration Framework (SRF). Further work is underway to understand the implications of this through the Piccadilly Growth Strategy, as well as develop proposals for an integrated station at Piccadilly.

4. Stockport

- 4.1 Stockport Station is currently the south Manchester gateway to London and is expected to be a station on the HS2 route Phase 1/2a where it will assist in developing the market for HS2 patronage before the second phase is completed. Stockport Council is working with TfGM to try to bring forward improvements to Stockport Station before HS2 Phase 1 arrives - the need for improvement was recognised in the 2009 DfT Better Stations Report when Stockport was identified as one of the 10 worst stations requiring improvement.

- 4.2 When HS2 Phase 2 is completed with the new route into Manchester via the Airport, this connectivity will be lost to the detriment of the local economy. The original policy position set out in the Strategic Case for HS2 states that all places with a direct London service today should retain a broadly comparable or better service after HS2 opens. However, this commitment is not reflected in the preferred route service specification despite GMCA and Stockport having previously lobbied for HS2 classic compatible services to stop at Stockport after completion of HS2 Phase 2.
- 4.3 Stockport Council has recently confirmed its view that as the southern gateway to Greater Manchester, Stockport clearly warrants a clear part in HS2 plans, through 'classic compatible' connectivity to the HS2 network beyond 2033. There are a number of issues that need to be resolved around Stockport including the need for improvements to the station before HS2 Phase 1 arrives and the level and type of services to Stockport after Phase 2 is completed.
- 4.4 Post HS2 Phase 2 opening, Stockport wants to be part of an HS2 classic compatible service possibly as part of the route being proposed to stop at Macclesfield and Stoke which would maintain a direct route to London whilst also seeking improved links to the new HS2 stations in Manchester and at the airport. The additional released capacity could be utilised by the current intercity west coast franchise with additional services creating a better connected travel to work hub which serves more intermediate locations to London and enhances commuter services.
- 4.5 Following the announcement of the preferred route, HS2 Ltd will start an intensive period of design in preparation for the Hybrid Bill submission. TfGM will continue to work with HS2 Ltd as proposals are refined, in order to achieve the requests made in consultation, integration with NPR proposals and to minimise the impact on local communities, the environment and heritage assets.

5. Northern Powerhouse Rail (NPR)

- 5.1 NPR is considering new and existing routes between Liverpool, Manchester, Leeds, Sheffield, Hull, Newcastle and Manchester Airport to provide transformed rail connectivity across the north.
- 5.2 The design approach is the same as used for HS2, establishing plans for significant rail corridors first, before developing connectivity infrastructure (highways designs, released capacity plans for existing railway etc). TfGM are represented within TfN at decision making and scheme development levels, influencing the outcomes throughout the process. It is important that at all touchpoints where NPR interacts with HS2, including the potential shared use of the HS2 network at and between

Manchester Piccadilly and Manchester Airport, that suitable provisions are made within the HS2 Phase 2b hybrid bill to accommodate these.

6. HS2 Consultation

6.1 HS2 consulted on limited changes to their proposed route. The two questions affecting GM were:

- *Do you support the proposal to locate the western leg Rolling Stock Depot on the site north of Crewe?*
- *Do you support the proposal to change the alignment of the approach to Manchester Piccadilly station?*

6.2 The response to the first question focused on the benefits of the northern chord (which is removed within the latest HS2 proposals, due to the relocation of the depot) and the consequential changes that need to be made to the high speed station at Manchester Airport to accommodate additional services for NPR. This connection would also improve the connectivity of Wigan to the Airport and Piccadilly, providing enhanced capacity on this route.

6.3 The amended approach to Piccadilly station impacts the Piccadilly Strategic Regeneration Framework (SRF) area. The response to this question focused on the need to integrate the HS2 proposals with this regeneration framework, which included ensuring the station is developed as a single integrated solution, including NPR services, as a focal point for the SRF.

6.4 Additional commentary is included on the impacts on Stockport and the benefits of released capacity.

7. Next Steps

7.1 HS2 have consulted on the changes to the Phase 2b scheme, including relocating the rolling stock depot and the Piccadilly station approach. This consultation was open until 9 March 2017. GMCA has responded to the HS2 consultation, with TfGM and MCC leading on the draft response, as was done with the previous 2014 consultation response to HS2 Phase 2b. The response is appended to this paper.

8. Recommendations

8.1 LEP Board Members are requested to note and endorse the GMCA response to the HS2 route refinement consultation, appended to this paper.

Dr Jon Lamonte
Chief Executive, TfGM